

**SUZUKI
HOP-UPS**

**GS1000-QUICKER AND FASTER
DR370-LONGER TRAVEL LEGS**

MOTORCYCLIST



SEPTEMBER 1978

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The Fastest Selling
Motorcycles of The Year?
And Why Is Yamaha
Became
The World**

**We:
Yamaha**

**Enduro
360**



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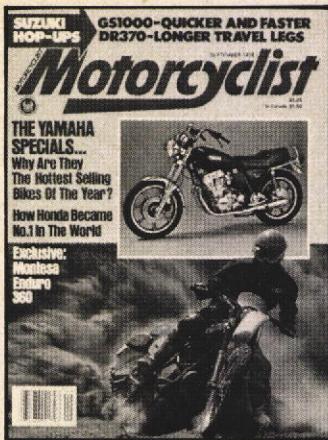
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COVER

Yamaha's 750 Special has a custom look directly from the factory. We'll tell you why its styling annoys purists and sells like mad to those who want a macho image along with their performance. Below, Senior Editor Rich Cox loosens about 20 pounds of trail dust on the new Montesa 360 H-6 Enduro. Studio photography by Mike Levasheff. Action photo by Dale Boller.

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Motorcyclist

Magazine

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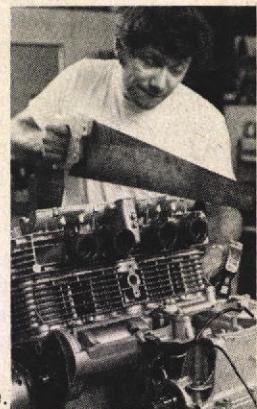
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Inside Line

The airlines have it: "no frills" and "chicken feed fares." Well, motorcycling has it, too: bottom-dollar basic transportation in the form of Kawasaki's KZ200 and the Honda CB125. If you aren't after high marks in Beginning Macho and just want reliability, economy and a little bit of fun, both bikes are great little bargains that won't break anybody's piggybank. If you're in the market for the lowest-priced "real" motorcycle available, read our discussion to find out which does what where... and for how much.

For those more interested in buying style than saying money, we take a special look at the Japanese bikes voted "Most Likely to be Back-ordered": Yamaha's 400, 650 and 750 Specials. Waiting lists at dealerships around the country prove riders don't mind paying as much as \$241 over the cost of a standard model for a little extra image. We've got the whole story behind the Specials and why Yamaha was caught with its production numbers down.

If you've got a different kind of riding in mind, we've put Montesa's new 360 H-6 to the test. It thunders its way into that elite and sparsely populated class of 400cc enduro machines with Six Days capabilities. Although it is basically Montesa's 349cc motocrosser in enduro clothing, the H-6 sports a number of clever doodads and devices for the hard-core clock-watcher that other R&D departments aren't going to be able to resist. Remember, you saw it on Montesa first, and in *Motorcyclist* first, because this is an exclusive debut test.

What's orange, superfast and lives on a motocross track? Can-Am's 250 MX-4, of course, revised, refurbished and resplendent. Some changes we like, some we don't, but one thing's for sure: it handles like it never did before.

If you were with us last month you undoubtedly read about Kawasaki's turbocharged Z1R-TC, pretender to the super-bike throne so briefly occupied by the CBX Honda. Well, in the ensuing weeks there's been yet another coup and another king. The quickest and fastest street bike around is now a *Motorcyclist* Project Suzuki

GS1000 that underwent surgery at R.C. Engineering, home of Dr. Dragracing, Russ Collins. At \$1566.35, the operation isn't cheap, but then 10.93-sec. e.t.'s at 127.29 mph seldom are.

While on the subject of hopping up Suzukis, we've also been hard at work on a DR370, Suzuki's first off-road four-stroke. While the bike gave us miles of smiles, we figured it could stand to get serious in the horsepower and suspension departments. With the help of Works Performance and Al Baker we did some quick, easy and not-too-expensive work on the suspension. Stay tuned-in for when we dive into the engine in the near future.

C.D. Bohon is back in the pages of *Motorcyclist* to teach a history lesson you'll like. This first of a four-part series on the Japanese Big Four is the story of Honda, the company that made "motorcycle" a household word... and not the dirty one it had been.

There's plenty in this issue for "Sport" fans, too. We've got a first-hand report on the Isle of Man, a look at a pair of Australian Two-Day events, our continuing Kenny Roberts Scoreboard, and coverage of the Los Angeles Superbowl of Motocross. Elsewhere in the book you'll find an exclusive interview with Ken Roberts by veteran race-watcher Joe Scalzo. Scalzo visited Roberts at his home during a brief respite from his impressive World Championship campaign in Europe.

Last but not least, this issue of *Motorcyclist* contains details on how you can win a completely touring-equipped Yamaha XS1100. Enter now and watch next month for a report on the XS11 and its trip to the 1st Annual National Motorcycle Rally in St. Paul, Minnesota. Associate Editor and resident tourer Paul Wilcox was there with an estimated 25,000 other motorcyclists and didn't miss a trick. But if you just can't wait that long and want tour reading now, thumb your way to Paul's article "The 1000th Mile" in this issue and find out how a dyed-in-the-wool roadrunner whiles away hours (and hours) in the saddle.

—Virginia DeMoss



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What's new from Honda? Counterbalancers: Less vibration for you and your machine.

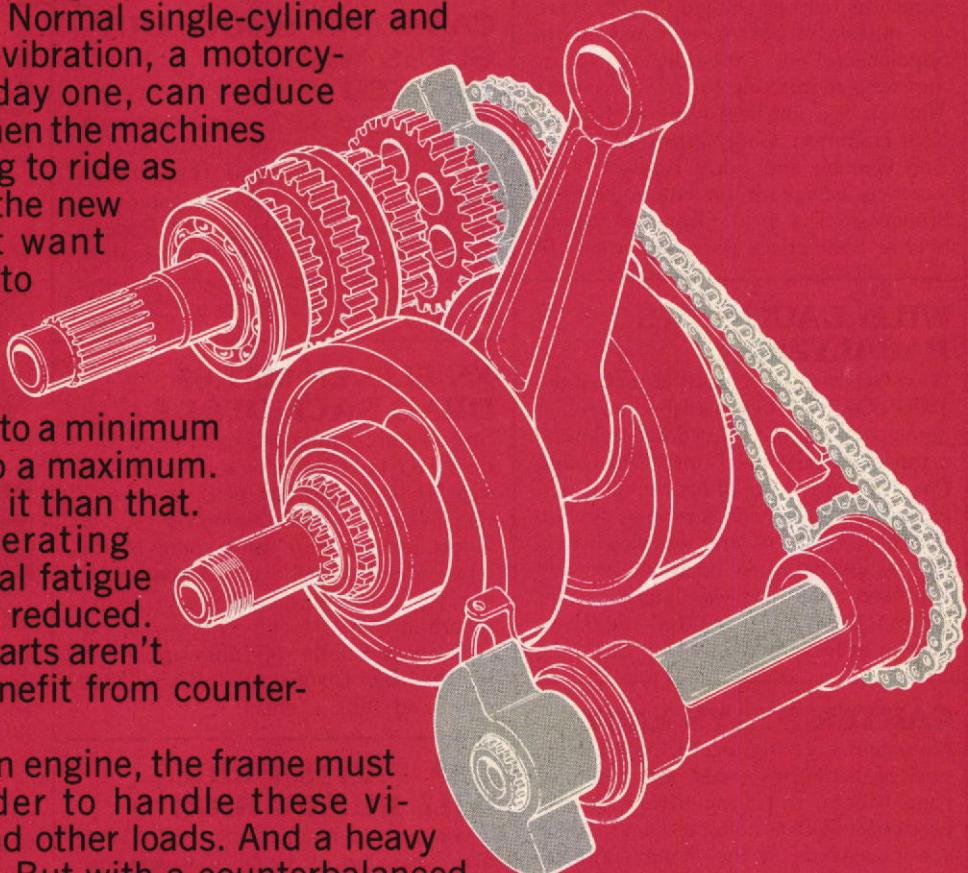
Honda has developed effective engine vibration-reducing counterbalancing systems for both the high-performance Hawk™ series and the spirited, lightweight XL-250S. Normal single-cylinder and vertical twin-cylinder vibration, a motorcycling nemesis since day one, can reduce riding comfort. And when the machines are as fun and exciting to ride as the Hawk series and the new XL-250S, you don't want excessive vibration to spoil your day. So, the Honda counterbalancing systems work to keep vibration to a minimum and your enjoyment to a maximum.

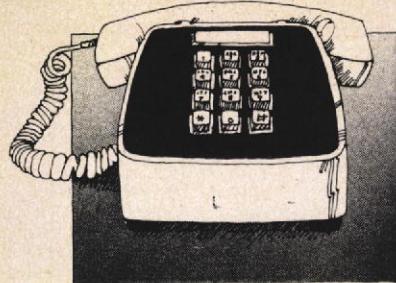
But there's more to it than that.

With smoother-operating engines, the vibrational fatigue of the engine parts is reduced. However, the engine parts aren't the only ones that benefit from counterbalancers.

With a high-vibration engine, the frame must be beefed up in order to handle these vibrational, torsional and other loads. And a heavy frame is no fun at all. But with a counterbalanced engine, the frame can be kept lighter since vibration resistance is less of a problem. This results in a lighter, more responsive, better handling machine. And one that's more fun to ride.

The Honda Hawk and XL-250S vibration counterbalancing systems are excellent examples of the thorough engineering and careful thought that go into every "First Into The Future" Honda. See them today at your Honda dealer and discover what it's like to ride without a whole lotta shakin' goin' on.





HotLine

OLYMPIAD FILM TO AIR ON TV

Pennzoil Motor Oil will sponsor the broadcast of "Saddleback Superstars: Motorcycle Olympiad" on many local TV stations throughout the country. The film was made at last year's International Motorcycle Olympiad which pitted 30 of America's top riders against each other in a drag race, motocross, TT, short-track, cross-country and road race. The event was held at Orange County Raceway outside of Los Angeles and nearby Saddleback Park. Each rider had to use the same motorcycle for all 6 contests. The top five finishers were all heavies: Kent Howerton, Gary Semics, Mike Bell, Bob Hannah and Larry Roeseler. Consult local listings for the date and time of broadcast. The next Olympiad will be held at Saddleback Park September 16.

WILLI BAUER PARALYZED

West German Willi Bauer, winner of the 1973 500 USGP at Carlsbad, was left paralyzed from the waist down following a tragic crash at the British 250 Grand Prix. He lost control of his Hercules during practice in a rough section at the bottom of a steep hill and was flown to a nearby hospital where doctors diagnosed a broken spine. He was later flown to Germany where there has been no change in his condition.

CARTER STAYS EAST

Motorcyclist contributor Carter Alsop, one of America's most active female road racers, will concentrate on the east coast WERA national series, which she now leads in the Junior Formula One class. She'll not return west for the Sears Point National, but she will ride her Suzuki GS1000 at the Pocono and Laguna Seca rounds of the Camel Pro Series.

U.S. ROAD RACING TO BE REVISED?

The AMA will possibly make Superbike Production the top class in Camel Pro Series events next year according to a source inside the AMA. Formula 750 will not be abandoned; it will merely act as a support class rather than the feature event. The intent is to make AMA

road racing relate more strongly to the street rider by letting him watch Suzukis, Yamahas, Hondas, Kawasakis, Guzzies, BMWs and the like race for the big money—instead of just TZ750 Yamahas. The move will also attract sponsorship money from the Big Four, a prime motivation of the AMA. Rumor has it that TT500s and DR370s may even be seen on the dirt ovals—if the displacement limit is dropped to 500cc.

CANADIAN SHOOTOUT—GUESS WHO SMOKED WHO

The newspaper *Cycle Canada* recently published a giant comparison test of the Suzuki GS1000 and Honda CBX 1000 Six. The CBX won the categories of Performance, Braking and Appearance. The GS won Handling, Comfort, Reliability, Serviceability, Economy and the overall test, 265 points to 236.

XS ELEVEN MAKES DRAG RACE DEBUT

Spitting nitro fumes sky-high, John Dixon's Top Fuel Yamaha ran an impressive 10-flat on its first pass—impressive only because it was running on two cylinders. A day later, with some of the bugs ironed out, the bike zipped 8.50, not yet competitive with Ron Teson's record holding Honda (7.65 e.t.), but certainly indicative of future potential. By the way Dixon cuts off the shaft drive and runs a chain.

CBX PARTS PRICES WILL BE SKY HIGH

If you plan to buy a Honda CBX 1000 Six, ownership of an oil well would be desirable to help finance its continued good health. Here are some parts-price dazlers:

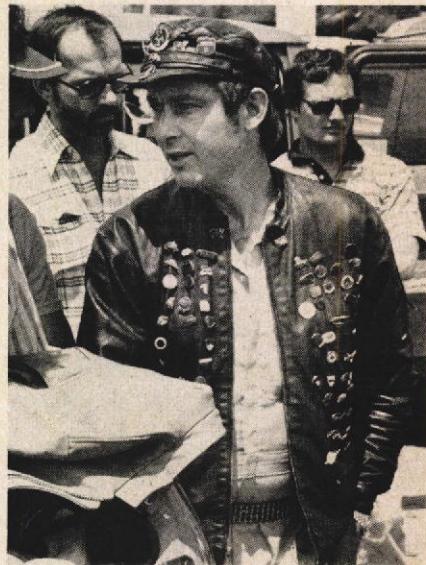
Case set	\$522.60
Bare head	483.60
Cylinder	349.70
Crankshaft	386.90
Carburetors	126.50 each
Mufflers	173.80 each
Rear chain	123.20
Gas tank	208.60
Frame	483.10
Front disc rotor	132.10 each
Rt. & Lt. handlebars	80.30 each
Footpegs	38.10 each
Taillight lens	22.70

THE KING ISN'T COMING?

The reigning master and repeated Trans-AMA Champion Roger DeCoster has made indications that he might not be competing in the September-thru-November series. Count on Wolsink being absent if R.D. stays home, Lackey riding, and Hannah probably winning the whole show.

JAPANESE WORLD CHAMPION?

If Akira Watanabe can continue to lead teammate Gaston Rahier in the 125 World Championship series, it will be the first time that a Japanese rider will take a World GP motocross title. Both are on Suzukis and neither rider is taking the series light-heartedly.



YOU MEAN I NEED A PASS?

Zack Reynolds, an avid motorcyclist and an executive at R.J. Reynolds, sponsor of the Camel Pro Series, came to Loudon for the road races wearing a pin-covered hat and jacket. He blended into the crowd like anyone else, and was therefore denied entry into the pits because he didn't have a pass. Camel Pro Queen Lynn Griffis quickly arrived to plead Reynolds' case and after considerable explaining, the reluctant security guard allowed Zack to go through the gate.

ISLE OF MAN WINNER NABBED FOR SPEEDING

Irishman Tom Herron, who won the 500cc class at this year's Isle of Man TT, paid a fine of \$34 for going 47 mph in a 30-mph zone the day after his winning ride. Imagine what his fine on race day would have been—he was clocked through the same spot at 160 mph!

BENELLI NAMES NEW DISTRIBUTOR

Benelli's distributorship agreement with Cosmopolitan Motors, Inc., of Hatboro, Pennsylvania has been terminated after 15 years. Rivlex Industries, Inc., of Santa Ana, California will market Benelli motorcycles and mopeds through ten regional distributors as the sole U.S. importer. Cosmopolitan will be permitted to sell their present batch of motorcycles, and stock replacement parts until June 1980.

HARLEY DISCONTINUES LIGHTWEIGHT PRODUCTION

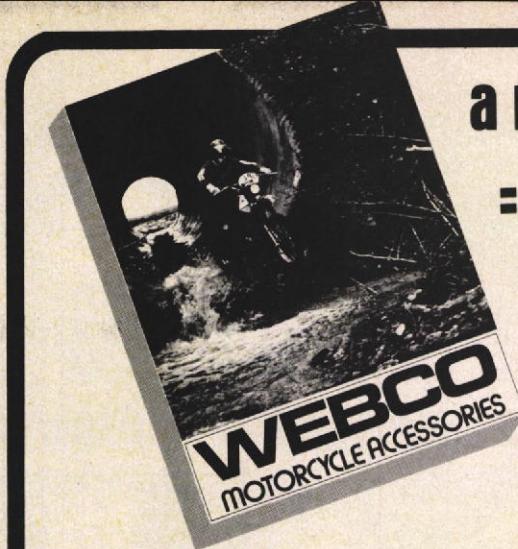
John A. Davidson, Harley-Davidson chairman, announced recently that the 125, 175 and 250 dual-purpose two-strokes in the H-D line have been "unprofitable for some time because of severe price competition from Japanese imports, especially in the United States." Consequently the Varese, Italy plant where about 250 employees built the lightweights, will be offered for sale. The discontinued models represented less than 10 percent of Harley's worldwide revenues, which totalled \$203.6 million from AMF's Motorcycle and Other Travel Vehicles category. The "other" vehicles are golf carts and Skamper travel-trailers.

PRIZES TOTAL \$12,000 IN AMA PHOTO CONTEST

Category 1 is Motorcycle Sports. Category 2 is Motorcycle Road Riding. The top three winners for each category will receive \$1500, \$1000 and \$750 worth of Nikon photo equipment respectively. The Grand Prize winner will receive a Toyota SR-5 pick-up and a Nikon FE camera with MD-II motor drive. Now those are prizes worth shooting for. You've plenty of time before the October 16 deadline to write for contest details: AMA/Nikon Photo Contest, c/o American Motorcyclist Magazine, P.O. Box 141, Westerville, OH 43081.

CBX WON'T BE THE ONLY SIX

When Honda's CBX finally appears in quantity on the showroom floor, Kawasaki dealers will be displaying a similar six-cylinder bomb of their own. As soon as it was learned the CBX would suffer production delays, the Kawasaki factory dropped everything to accelerate development of their own six, which had been originally scheduled to debut a year after the Honda. Now it might appear as close as 30 days later. Honda's bike is a 1047cc chain-drive machine and Kawasaki's is a 1200cc shafty. It will be interesting to see which one becomes the sales leader.



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These street roll around



Suzuki's TS-100, 125, 185 and 250 are perfectly at home on the range or road.

Reasons are many.

For starters, all four use Suzuki's proven Power Reed™ two-stroker. Which has the power to handle the ups and downs of rugged terrains. Yet, it purrs nice and smooth for street cruising.

Suspension system features 5-way adjustable laid-down shocks. So they can be set exactly right for pavement or path.

Pointless CDI ignition on the TS-185 and 250 isn't affected by rain nor dirt. Which is good news on open roads or open spaces.

And, of course, all TS models come with handy instrumentation and lights. So you have street legal stuff. And stuff to help find your way back to camp after dark.

So you see, these dual purpose machines are more than half dirt bike, half street bike.

They're all fun.

machines like to
in the dirt.



SUZUKI
The Fast One.

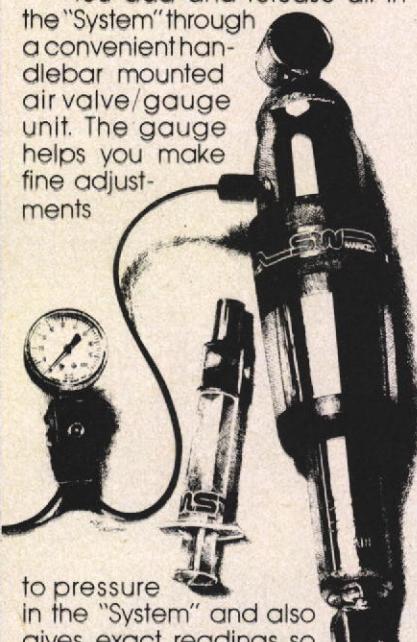
Ride safely: wear a helmet, eye protection and appropriate riding apparel.

Your bike should have come with them.

Since it didn't we think you're missing something. In fact, several somethings. Like uniform control, riding comfort, total suspension adjustability and simple convenience.

The new Mark II Air Adjustable System is totally and infinitely adjustable so that you can fine-tune your rear suspension to keep your bike's handling constant under all load conditions.

You add and release air in the "System" through a convenient handlebar mounted air valve/gauge unit. The gauge helps you make fine adjustments.



to pressure in the "System" and also gives exact readings so you easily pressure the "System" for familiar loads. The optional pocket-size hand pump makes on-the-road pressure changes easy.

No conventional coil spring damper unit can compare to the S & W Mark II Air Adjustable System for safety, comfort and convenience.

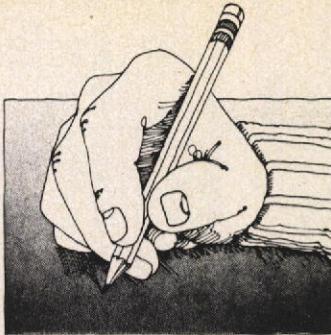
We have a "System" to fit all major brand large displacement street/touring bikes including Harley-Davidsons and Hondas requiring clevis joint mounting. Shock units available in solid black or bright chrome plated.

A T-valve kit is supplied as standard equipment. The gauge and pump as illustrated, are optional.

SW
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Send \$3.50 (Canadian \$4.00) for 1978 Catalog/Engineering Handbook. This includes handling and mailing. California residents add 6% for sales tax.

P. O. Box 2007 Anaheim, CA 92804



Letters

Readers' inquiries and comments are invited for this column. *Motorcyclist* will publish as many letters and responses as space permits. If your letter is not intended for publication, please so indicate. Mail letters to LETTERS, *Motorcyclist* Magazine, 8490 Sunset Blvd., Los Angeles, CA 90069.

WHAT YOU ASK IS WHAT YOU GET

I am interested in what the new bikes will do and would like to know their good and bad points. But I also want to enjoy a magazine by reading of other people's experiences, new accessories, new and old tips on performance and safety.

My ride is a Gold Wing and I like it. Always enjoy tips on how to make it better, instead of how stiff it rides, how the engine is cold-blooded, how it smokes when starting. Hope my letter might help in some way.

Blaine Peterson
Riverton, UT

SICKLE SICKNESS

I've got the disease. Symptoms you ask. Well, this ailment is schizophrenic in nature. On the negative side it can cause a flaking, aching and breaking of the cadaver. On the positive side it produces a veritable aura of sensual pleasure. No, I'm not the local sex maniac (though I'm trying). I'm a bike freak.

Anyway I've served my apprenticeship on the Jappies—100,000 miles worth of it—and all of it in my home state of Western Australia (4 times the size of Texas), and now as a tradesman I've decided to practice my art on the best available—a Moto Guzzi T3. In the words of Mark Serafini (*Motorcyclist*—March '78) "They're big, smooth, simple and reliable. No bells and whistles like the Honda Golden Car. No trash like the Kaws."

With credentials such as these you would think that a fair bit would have been written about this machine—particularly in respect of the importance of the American touring scene—but alas no. This to me is rather surprising. Perhaps an area for *Motorcyclist* to remedy.

Robert Henry
Western Australia

TOO MUCH SAKE?

Enclosed is payment for a subscription to *Motorcyclist*. I enjoy it better than others, but as I have read in several letters to you, you seem to write, test and comment on all the Jap bikes.

I have been riding Harley-Davidsons for 29 years and I enjoy them for ride and dependability, and I think you should give them more coverage. I will say one thing about Harleys. I am a retired motorcycle cop from Washington, D.C. and my last bike had 94,000 miles on it and the motor had never been

touched, except for plugs, points and minor adjustments. These miles were put on in about a year and a half.

I would like to see a Jap bike do that without a major overhaul.

Leon E. Uarrington
Bay City, WI

Motorcyclist needs more articles on old classics, histories of races (foreign and U.S.) and famous racing personalities and less emphasis on Japanese products.

B.G.A.

*The Japanese control 85 percent of motorcycle sales, yet this year in the first nine issues of *Motorcyclist* we have tested 22 Japanese bikes and 14 non-Japanese bikes, including a Husky, Hercules, BMW, Maico, SWM, Montesa, Triumph, Harley, two Ossas, two Can-Am's and two Laverdas. These represent 39 percent of the total machines tested.*—Ed.

SLIPPING DISC

I am writing in response to the letter from Woodrow L. Bolz in the July issue regarding his problem with poor wet-weather braking on his 1975 Honda 550. I had the same problem with my 1975 Honda 360. The brake (front disc) was non-existent in anything over light rain. Regarding his claim of having ridden for miles with the brake on and no braking occurring, keep in mind that the speed of the motorcycle has much to do with how quickly braking power will return. When my 360 sat in the parking lot at work all day in the rain and I then rode it out through the parking lot, I could hold the front brake on hard all the way (about $\frac{1}{2}$ mile) at this low speed and there would still be no braking action. I feel the return of braking power is actually caused by enough heat being generated to dry off the disc and pads, rather than the pads squeezing the water off the disc as you state. If this were the case braking power would return almost as quickly at low speed as it does at higher speeds. Out on the highway the braking power comes back in a much shorter period of time, but this is still dangerous because in only a couple of seconds you travel a long way at 55 mph.

I solved my problem by putting the drum brake off a 1974 Honda 360 on my 1975 machine. Since that time I have been able to ride in the rain and still have reliable, predictable brakes.

Brian Furman
Wawarsing, NY

Why Kenny Roberts wears a production line helmet.



And it's not only Kenny Roberts, the two-time AMA National Champion. There's Gary Nixon, Russ Collins, Roger DeCoster, Malcolm Smith, A.J. Foyt, Mario Andretti—the list of winning riders and drivers goes on and on. They're all wearing a helmet that has gone through the standard Bell production line. A helmet you or I can buy at any local cycle dealer.

The superstars may choose to have their names painted on. But that's usually the only difference. Because at Bell, we believe that all heads should be protected equally. And that is accomplished by following proven production techniques which involve a great deal of skilled hand work. Like carefully building a helmet shell with layer after layer of aircraft-quality fiberglass. An exclusive criss-cross laminating technique was pioneered by Bell twenty

years ago and still serves to make Bell helmets the standard for head protection.

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Accessory Shop



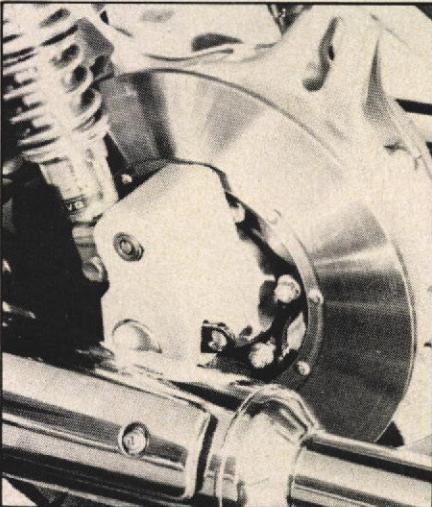
LAMINAR introduces the Sport 1 fairing designed for better weather protection in a lightweight package. With standard windshield the Sport 1 flows air around the rider for comfort exceeding that of the shorter cafe-style windshield. A taller shield with plexiglas extensions for touring is also available. A H-4 rectangular quartz headlamp is standard along with a dash area for mounting up to three 2-1/8 inch instruments. The Sport 1 fairing is made of durable hand-laminated fiberglass and installs easily in place of the original headlamp assembly. For more information on the Sport 1 fairing retailing for \$129.95 send 50¢ for a brochure to **Laminar Inc., 1514 Fairview Dept. MC, Columbus, OH 43212.**



MALCOLM SMITH now stocks this new ultra light 550 x 17 Barum-Cross motocross tire—the identical tire that will be standard equipment on the new 78-1/2 Husqvarna motorcycles. Compared to the two popular 17-inch European tires, the Barum-Cross is three and six pounds lighter respectively. Ask your local dealer for this new product (retailing for \$55) from Malcolm Smith, or write to: **Malcolm Smith, 7563 Indiana, Dept. MC, Riverside, CA 92504.**

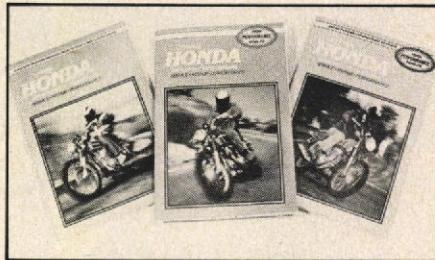


CYCLE PRODUCTS WEST says stay cool this summer with their Cooler Bag. This bag will mount to back racks and sissy bars without clamps or cords. The nylon straps on the outside hold jackets, blankets or whatever you can tie down. On the inside there's room for up to 18 cans plus ice and assorted munchies. The price is \$29.95 from **Cycle Products West, 11900 W. Pico Blvd., Dept. MC, Los Angeles, CA 90064.**

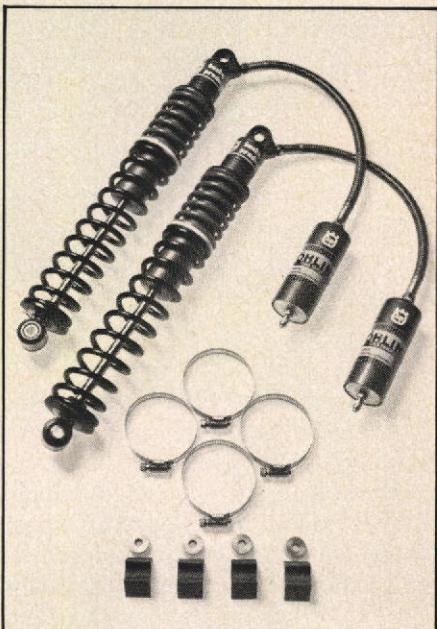


STOP & LOCK COMPANY introduces a mechanical locking system designed to prevent roll-away thefts. Their latest kit for Honda GL1000 becomes a fixed part of the motorcycle which utilizes a removable locking mechanism actuated by a

tubular key of the type which has infinite combinations. The kit can be installed in 20 minutes. You can lock and unlock the system in 15 seconds and there are no clumsy cables or chains to lug around. Harley-Davidson kits cost less than \$40, Honda and Kawasaki kits under \$50. Check your local dealer or contact **Stop & Lock Company, Dept. MC, 411 Tamal Vista Plaza, Corte Madera, CA 94925** or call (415) 924-9086.

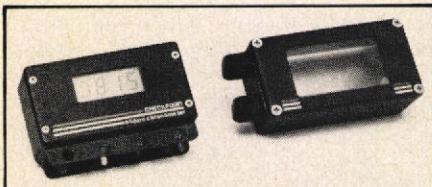


CLYMER PUBLICATIONS answers the cry of all small-bore Honda twin owners with three books featuring eight chapters full of information on fine-tuning your mount. They cover the motorcycle from top to bottom, front to rear listing torque specifications, capacities and other critical settings. A high-performance "How-To" chapter in the back gives increased-performance tips. The books include a list of accessories needed for hop-ups with manufacturers and addresses. Cost is \$7.50 per book from **Clymer Publications, 222 North Virgil Ave., Dept. MC, Los Angeles, CA 90004.**

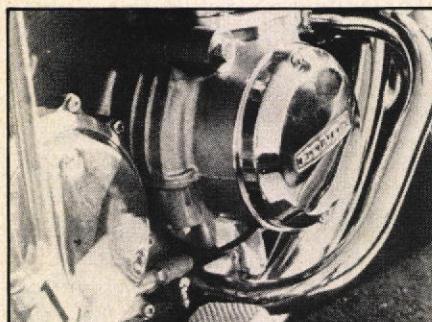


HUSQVARNA announces their Ohlins Gas Shocks currently available to the public. A popular choice among GP riders these high quality, Swedish-made shocks come complete with springs and all mounting hardware. Each pair is fitted with the proper damping and spring rate. Shocks are available for Husqvarna 77-78 CR models, KTM 78 125, 250, 400 models, Maico 77-78 250, 400, 450 models and Suzuki 77-78 125, 250, 370,

400 models. Shocks will soon be available for Husqvarna 250, 390OR models, Honda CR250R, Can-Am 250, 370 models, Kawasaki KX250 and Bultaco 250, 370 models. Sold only at authorized Husqvarna dealers.



CHECKPOINT PRODUCTS adds new meaning to the words "key-time" with their Digital Odometer and Enduro Chronometer. Both run on 9-volt transistor radio batteries claimed to last the entire season. The four-digit liquid crystal display is easily visible even when plonking your way down a dark woodsy trail. A rugged die-cast aluminum case keeps electronic internals from spewing themselves on the trail while you're bouncing from tree to tree. The Roll Chart features optimum visibility and durable teflon bearings on all shafts. The Digital Odometer sells for \$139; Enduro Chronometer \$125 and the Roll Chart retails for \$16.95 available from **Checkpoint Products**, P.O. Box 91022 Dept. MC, Los Angeles, CA 90009.



CYCLE PRODUCTS WEST now has a full line of Mini-Crash bars that look good and help prevent damage to your bike no-matter-what. Made from one inch steel tubing, they utilize existing motor mounts, instead of cheap clamps or sliding tubes. Polished and triple-chrome plated, they're available for Honda 500s, 550s, 750s, Kawasaki 900s, 1000s, KZ650s, KZ400s and Suzuki GS750s at a cost of \$25.95 and \$49.95 for Honda GL1000s. To order write or call Cycle Products West, 11900 W. Pico Blvd., Dept. MC, Los Angeles, CA 90064 (213) 477-0997 or (213) 474-7996.

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And staring up at you every morning
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Everywhere you go, you hear
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a knot in your stomach.

It gets so bad that the last time you saw a
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Friend, you've got the fever. And we've got the cure.

The new Carlisle Arrow RA Racing Tire. It's already starting to collect a lot of flat-track flags and fans, from the regionals to nationals.

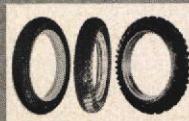
And the brand new Carlisle Arrow MX Tire is for people who like to dig their way to the top.

Because we know the feeling ourselves. Sometimes, it takes all the patience we've got, just sitting still long enough to write this.

Carlisle's Coming!

Carlisle Tire & Rubber

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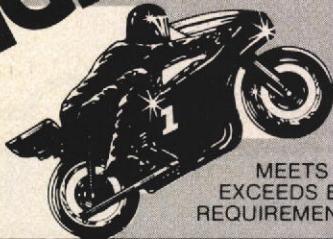


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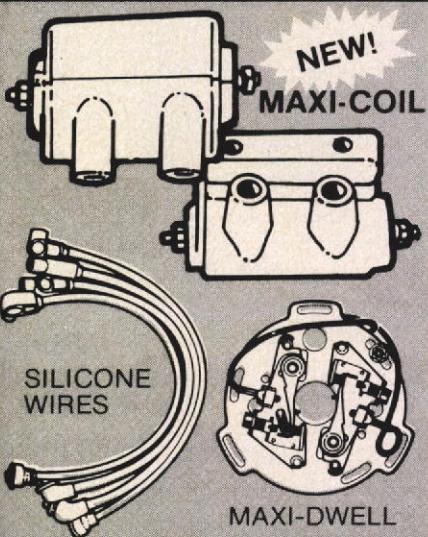
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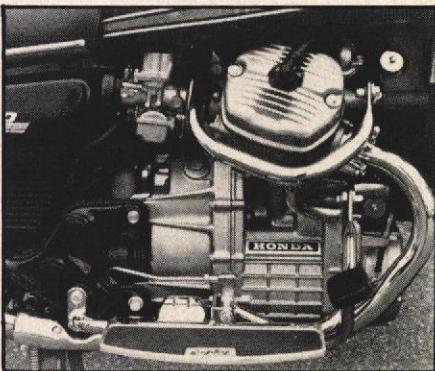
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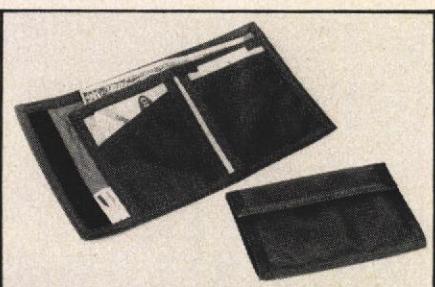
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TRIPLE A ACCESSORIES can completely "tourize" your Honda CX500 with this complete line of chrome touring accessories including floorboards, engine guards, super-case savers and Triple A's luggage rack with adjustable back rest. Each component is engineered to compliment the CX's unique design and provide full compatibility with the Vetter fairing. They're available through your dealer or contact: **Triple A Accessories, Inc.**, 227 E. Compton Blvd., Dept. MC, Gardena, CA 90248.



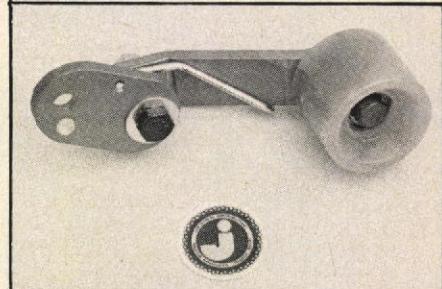
SUPER SEER CORPORATION offers their Model 503 goggle featuring an impregnated Anti-Fog lens that stays fog free even when the Face Saver mask is utilized. Molded-in keylocks hold the lens in place while a thick elastic strap combined with soft face foam help shield your eyes from the elements. Extra lenses are available in clear, amber, smoke-brown and polarized. Tear-offs also available from Super Seer Corporation, Dept. MC, P.O. Box 700, Evergreen, CO 80439.



MALCOLM SMITH offers an alternative to those novel-size, bun-creasing wallets we've all learned to live with. These nylon multi-fold wallets come in a variety of color combinations and feature Velcro fasteners that keep your bucks secure.

Thin in size, the wallets retail for \$7.95 from your local Malcolm Smith dealer or write **Malcolm Smith, Dept. MC, 7563 Indiana, Riverside, CA 92504.**

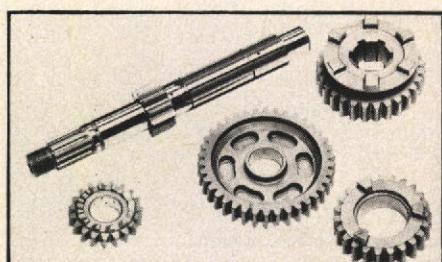
JIM O'NEAL DISTRIBUTING has found the solution to your tension headaches: the Jim O'Neal chain tensioner which bolts to your bike's rear motor mount and is spring loaded to keep your chain at its proper tension. A double-



sealed bearing mounted inside a skateboard wheel claims the longest lifespan of any chain tensioner wheel or rubbing block. Three models are available for \$19.95 from your dealer or contact **Jim O'Neal Distributing, Dept. MC, 18340 Gault St., Reseda, CA 91335.**



THE BUCKLE CONNECTION offers a stylish way to keep your pants on with their MX buckle. Designed for the motocross minded this buckle features detailed engraving and is available in a variety of finishes including brass, satin brass, pewter, and copper. MX buckle sells for \$6 from **The Buckle Connection, Dept. MC, 430 Calverton Rd., St. Louis, MO 63135.**



ANDREWS PRODUCTS can give your Kawasaki Z1 or 1000 that quick "one-two punch" with these closer ratio gear sets that bolt-in without machining or any other modification of the transmission. They're available in two arrangements: 1) a higher 1st gear set with 2.92 ratio; and 2) a 2.69 ratio 1st gear which also includes a new 1.94 ratio 2nd gear set; both will provide close ratio shifting desirable in drag bikes or roadracers. Contact **Andrews Products, 9872 Farragut Street, Dept. MC, Rosemont, IL 60018.**

Catalogs

MALCOLM SMITH RACING PRODUCTS reveals their 1978 catalog full of Gold Medal products such as a huge selection of top-of-the-line MX clothes and equipment.



Street needs for the cafe racer or touring buff are included along with a complete line of Enduro gear proven by Malcolm and many others in ISDT competition. You'll recognize names such as Bell, Scott, Preston Petty, S&W, K&N, among the recommended. Send \$3 to Malcolm Smith Motorcycles, 7563 Indiana, Dept. MC, Riverside, CA 92504.

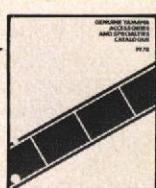
TORSTEN HALLMAN RACING INC. has released their 1978 Special 10th Anniversary Edition catalog. Forty full-color and black and white pages packed with their widest selection of motorcycle gear and equipment. Goodies range from nylon GP pants, boots, gloves and other protective gear to Trelleborg tires, Sun rims, the new 500cc Aberg Four Stroke MX bike and other competition gear. Send \$2 to **Torsten Hallman Racing Inc.**, 1300 Hill St., Dept. MC, El Cajon, CA 92020 or their eastern branch at 440 Belden Ave., Dept. MC, Addison, IL 60101.



R.C. ENGINEERING has expanded its line to fill a 65-page catalog jam-packed with performance extras including all new GS750 and 1000 big-bore kits. You'll find a wide assortment of engine replacement parts to add horsepower at little expense and minimal muscle-energy. Complete performance packages are available for Honda 750s; Kawasaki 650s, 903s, 1000s; Suzuki GS750s, 1000s and Yamaha XS1100s. For show or go R.C. will send it to you for \$2 from R.C. Engineering, 16216 S. Main St., Dept. MC, Gardena, CA 90248.



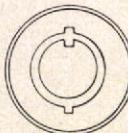
YAMAHA PARTS DISTRIBUTORS, INC. offers a wide variety of goods for both street and off-road enthusiasts for 1978. Displaying a complete line of touring gear from full-dress accessories to riding apparel including leather jackets and parkas featured among their selection of racing gear. A Dealers-Aid section offering product displays and a 250-piece jigsaw puzzle of Kenny Roberts is just in time for the busy summer months. A specialties and lubricants section presents everything from loading ramps to compression releases. Send \$5 to **Y.P.D.I.**, P.O. Box 6610, Dept. MC, Buena Park, CA 90622.



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So they'll never know what a stand of pine trees smell like. (It's like nothing they ever found in a spray can.)

Or the way the temperature drops a few degrees and hits your face with that little slap of coolness when you ride into a stretch of forest.

And they'll never know how to tell there's a creek nearby before they see it.

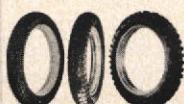
But you do. And that's all that matters.

We do, too. That's why, of all the businesses in the world, our business is making tires for motorcycles. Carlisle tires. We make them good and strong, for the way you ride. So you can ride with your head in the clouds. And our feet on the ground.

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Life In The Slow Lane

Honda CB125 And Kawasaki KZ200: Both Are Low-Dollar Street Singles With A High Potential For Fun

America has always had a need for bottom-dollar, no frills transportation bikes. During the early Sixties these machines fell between 90 and 200cc in size and their number was enormous. With the onset of the "superbike" era, though, the 90-200 class commuter began to lose status in the public eye and all but vanished from the scene. A new wave of spartan transportation devices cropped up, but this time the competing class was 400cc where the prices are much higher. "Bottom dollar" street bikes—the subject of this article—require less displacement to cost less than the 400s.

Today there are but three Japanese street bikes in the 90-200 class: Honda has the CB125S and the CM185 Twinstar, and Kawasaki has the KZ200. That's it. Neither Suzuki or Yamaha offer anything in the small street bike range, even though they both founded long-standing reputations on such machines.

When *Motorcyclist* set out to test

the bikes in this class, it was decided from the start that only the bottom-dollar, purely functional machines would participate. With that in mind, it's easy to see why the \$1025 Honda CM185 Twinstar "mini-chopper" was not included. Not only was its price out of line, but its generous helping of frills and doodads sent it straight into another category all together (even though there isn't yet any known name for such a category).

Both the Honda CB125S and the Kawasaki KZ200 are the type of machines that lend themselves to long hours of service without asking much in return (gas, maintenance, rider fitness). Perfectly suited to new riders, the Honda and Kawasaki both have simple single-cylinder powerplants with flat torque curves and just enough power to haul their owners around town easily to work or school. Each machine represents its maker's lowest-priced street offering, the Honda selling for \$725 and the Kawasaki costing a somewhat heftier \$895. The pair both sport single disc

brakes up front that are mechanically operated via cable rather than using a more elaborate—and expensive—hydraulic setup.

Aside from those few similarities, there's little else the two tiddlers have in common. The Kawasaki 200, in its first year of production for 1978, boasts many of the features found on larger iron from Japan. It has electric starting, full instrumentation (speedo, tach and a host of warning lights), a lockable flip-up seat, a centerstand (don't laugh—it's become a "luxury" item on econobikes), sophisticated suspension (for its class), standardized hand switches and the convenience of an integral fork lock/ignition switch. All of these items are usually considered standard on most machines, but when found on a low-bucks commuter they are a big plus. They also tack \$100 or so onto the pricetag, yet the KZ still isn't priced out of its class.

Honda's CB125 is at the other end of the mini-commuter stable—the lowest priced full-fledged motorcycle on the American streets. To keep the CB at the bottom of the price ladder, it comes without many of the Kawasaki's extras. Electric starting does a lot to inflate a pricetag, so the Honda is a kick-start-only machine. Other missing goodies are a flip-up seat,

centerstand, resettable trip meter and built-in fork lock. While all these items make life nicer for the commuter, their absence in no way hinders the Honda's basic function—to get its rider from Point A to Point B as cheaply as possible.

The Honda 125 OHC powerplant has remained virtually unchanged since its introduction in the U.S. in 1973. Even then, it was an upgraded version of the venerable CB/CL 100 engines. In '76 it had its displacement bumped from 122cc up to 124cc, received a slightly reworked head and its 22mm Keihin carb was replaced with a 24mm Keihin. All this helped to give it what Honda quietly claims to be 12 horsepower at 9000 rpm—a good 40 percent increase over earlier figures. The only changes made for '78 are the addition of needle bearings at the countershaft for greater reliability and the use of Nippondenso's new "Hot U" wide-range spark plug. Throughout the CB's lifespan it has earned a reputation for being bullet-proof, and requiring little more attention than a pet rock.

Power for the Kawasaki comes from a newly-introduced 198cc OHC single that shares design features with some of its larger stablemates. The cast alloy piston, for example, is

straight out of the Z-1 900. The rugged crankshaft is the same design as used in the Z-2 750. Even the lower-end bearings are identical to those of the 750, which means they should outlive Father Time himself. Most of the 200's valve parts are borrowed from the KZ400 twin, and the single 26mm Keihin carb has proven itself in dozens of applications. All the parts work together to produce a claimed 18 ponies at 8000 rpm and a redline of 9 grand. Though only in its first year of production, there is no reason to doubt that the engine will give anything but trouble-free service to even the most tool-shy riders.

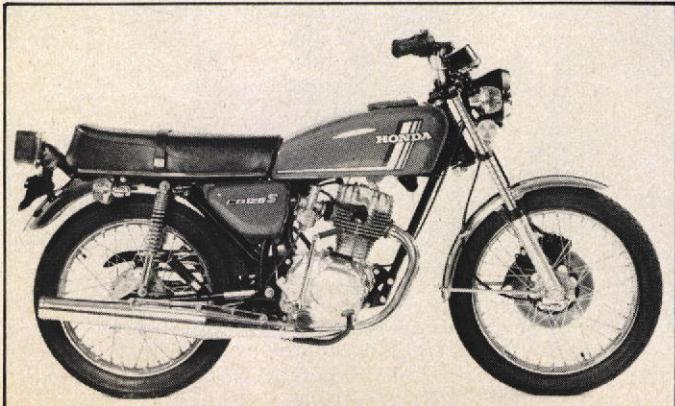
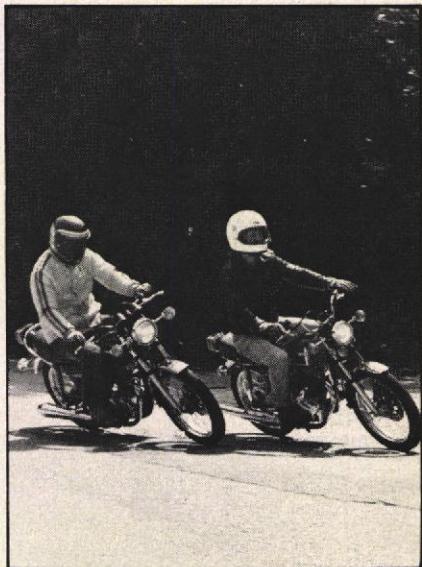
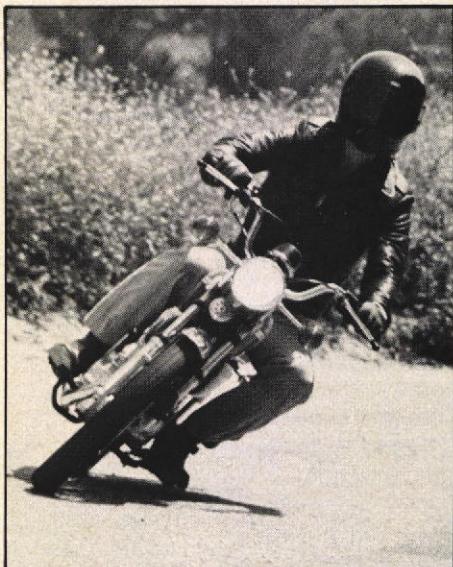
Both bikes fire-up without hassle, but both are cold-blooded and unwilling to function properly before they are thoroughly warm. Each machine represents the epitome of operational simplicity, as evidenced by the fact that they are often used for motorcycle rider training courses where ease of operation is a must.

After spending a few minutes on both bikes, one quickly learns that each has its own distinct personality. The Honda showed us right from the start that while the power it possessed was minimal, it was always willing to give all it had. To get into the mainstream of city traffic, full throttle was often required through

the first three gears, and after that it would settle into the flow of things without any real strain. During heavy traffic congestion when our testers would sneak up to the head of the pack at red lights, the CB had just enough oomph to get away from the various four-wheelers when the signal switched to green. On numerous occasions, though, the 125's clutch would slip and squeal in first gear during these full-throttle launches and we found that adjusting the clutch helped only marginally. Luckily, most situations required three-quarter throttle openings which were no problem.

Although the Honda isn't known as an all-out speed demon, it does respectfully well in top-end performance. While most states prohibit the 125 from going on freeways, it will do an indicated 70 mph on level ground with a 140-pound rider sitting in the normal position. The slightest upgrade or headwind at this speed can quickly chop 15 to 20 mph from this potential. On a practical basis, the bike has a comfortable top speed of about 50 mph.

The Kawasaki, on the other hand, has its own set of traits out on the asphalt. For one, its torque and speed are considerably higher, due mostly to its increased displacement.



Honda CB125 Kawasaki KZ200

Much more conservative throttle openings are required to get underway and into the traffic pattern, and breaking away from the head of the pack at signals poses no problem. One problem with the 200 was a somewhat sticky gearbox, which would sometimes be hesitant to switch from third to second. A bit of creative double-clutching helped overcome the tight condition and later, as the bike was broken-in, the symptoms vanished completely.

Our test Kawasaki vibrated a bit more than the Honda—mostly because of the increased mass of the larger piston—but the rubber-mounted pegs and bars did an admirable job of isolating the rider from such shaking. We found that the 200 was always willing to rev right up to redline, but most of its strong running was done between 6 and 8 grand, where vibration actually smoothed out noticeably.

The added power of the KZ helps

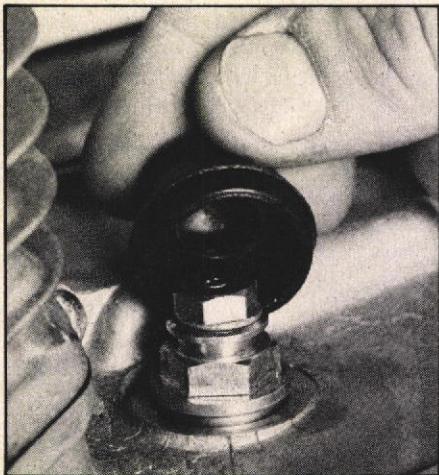
to make it freeway legal in many states. Our bike spent much of its testing time at higher speeds. Since the KZ is larger overall when compared to the 125 Honda, it offers more comfort, especially after having already spent a long time in the saddle. It is quite content to cruise along with traffic at 55 or 60, which is its practical top speed. Maximum top speed is right about 80 mph, but it isn't especially pleased to hold such speeds for any length of time.

As far as handling goes, neither bike offers much in the way of sophistication or precision, but both can provide an enormous measure of fun. Each machine has quick, light steering with only a slight tendency to oversteer at low speeds. At higher speeds ("higher" meaning 45 or so) the differences between the two bikes becomes more obvious. While the almost flimsy rear suspension on the Honda makes it skittish and less than accurate in the turns, the Kawasaki imparts more of a feeling of confidence with its more stable behavior. Both of the bikes will scrape when pushed hard, but this scraping is

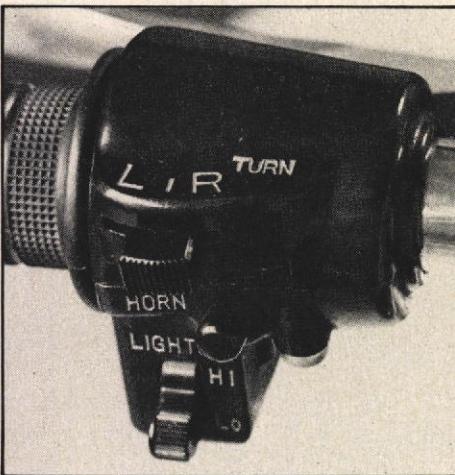
more fear-inducing on the Honda since it has solid, non-folding foot-pegs. One handling drawback on both machines concerns tires—neither set offers superior traction under normal conditions. Placed in an abnormal situation—or on a rain-slicked road—they only approach being adequate and at times can be downright scary. Since each machine has an outstanding disc brake, the mediocre front tires contribute to front wheel lock-up if the rider doesn't exercise proper caution.

Viewed as commuting devices and all-around fun machines, both the Honda and Kawasaki do their jobs admirably. Serious riders wanting the best performance should consider that the Kawasaki is a small motorcycle, whereas the Honda is more like a large toy. Nevertheless, both haul their rider around with a minimal amount of trouble, get tremendous gas mileage (70 mpg for the Kawasaki, 68 for the Honda), and offer the new or casual rider a chance to have some fun without being intimidated by the size of the machine or its price.

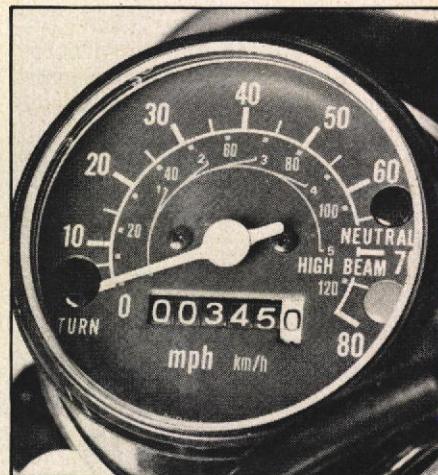
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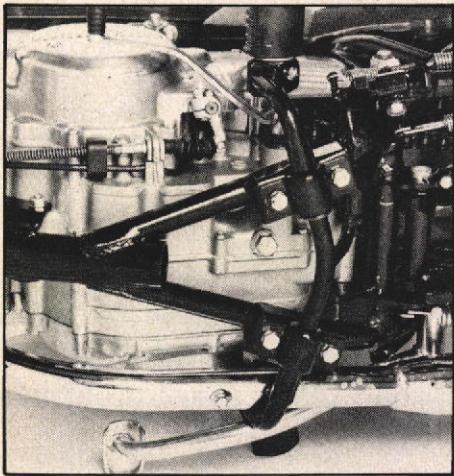
Honda's cam chain adjustment can be done in matter of moments and is almost impossible to do the wrong way.



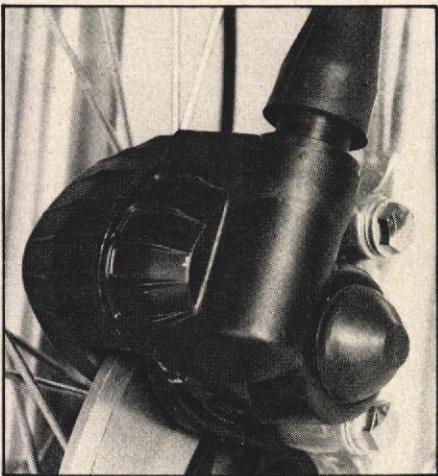
The high/low switch on the Honda used to be hard to reach, so it was moved. Now horn is hard to reach.



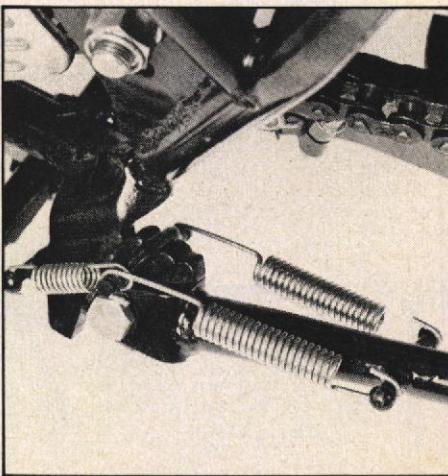
One item that Honda decided to leave off was a resettable trip meter to monitor gas consumption.



Kawasaki uses rubber mounting of the foot peg assembly to reduce vibrations that reach the rider.



The cable-operated brake caliper on the Kawasaki (and Honda) was flawless in its performance.



The overengineering on the side stand of the Kawasaki baffled all who saw the trio of return springs.

KAWASAKI 200 HONDA 125

Suggested retail price.....	\$895.....	\$725.....
Warranty.....	6 months, 6000 miles.....	6 months, 4000 miles.....
Cost of shop manual.....	\$8.50.....	\$8.80.....

ENGINE

Type.....	Four-stroke SOHC single.....	Four-stroke SOHC single.....
Displacement.....	198cc.....	122cc.....
Carburetion.....	1, 26mm, Keihin.....	1, 24mm, Keihin.....
Ignition.....	Battery with points.....	Battery with points.....
Battery.....	12V, 10AH.....	6V, 6AH.....

CHASSIS

Fork.....	Showa, 4.7-inch travel.....	Showa, 4.1-inch travel.....
Shocks.....	Showa, 2.7-inch travel.....	Showa, 2.4-inch travel.....
Front tire.....	2.75-18 Yokohama 954.....	2.75-18 Nitto.....
Rear tire.....	3.25-17 Yokohama 955.....	3.00-17 Nitto.....
Wheelbase.....	50.4 in. (1280mm).....	47.4 in. (1203mm).....
Seat height.....	31 in. (787mm).....	30.1 in. (764mm).....
Fuel capacity.....	2.5 gal. (9.4 liters).....	2.5 gal. (9.4 liters).....
Wet weight.....	300 lbs. (136kg).....	227 lbs. (103kg).....
Instruments.....	Speedo, resettable trip meter,.....	Speedo, neutral, high beam, turn indicators.....

PERFORMANCE

Average fuel consumption.....	70 mpg.....	68 mpg.....
Touring range.....	171 miles.....	170 miles.....
RPM @ 50 mph.....	5646 rpm.....	7039 rpm.....
Speed in gears @ redline.....	1st 27.01 mph; 2nd 41.21 mph;.....	1st 24.37 mph; 2nd 35.85 mph;.....
	3rd 54.85 mph; 4th 67.94 mph;.....	3rd 46.52 mph; 4th 57.50 mph;.....
	5th 79.70 mph.....	5th 67.47 mph.....



The Conqueror

"It Was Like Close Encounters. We Just Came In And Left."

By Joe Scalzo

The three-week vacation that Kenny Roberts treated himself to in June was not quite the vacation that "Ken Kong," as the Italian press now calls him, expected. He went swimming. He played his elaborate stereo system. He drove his Mercedes. He got his first haircut in two months. He went squirrel hunting and fishing. He also got sunburned and caught hay fever. He had to fly to Los Angeles for a Yamaha press conference. He had to fly to Willow Springs Raceway to shoot a Goodyear commercial. By the time the three, hectic weeks had passed it was almost a relief for him to gather up his family, return to Europe, and resume his dismantlement of world Grand Prix road racing.

Roberts was at home in Modesto, which is in central California, just long enough to confirm that, yes, what he has accomplished so far (see Kenny Roberts Scoreboard in Sport) has been easy. Pretty easy, anyway. A track like the Salzburgring in Austria with its miles and miles of inner and outer steel guardrails, which Roberts thought would be difficult to learn, came to him so easily that he broke the track record his first day, before strawbales had been placed in front of the ominous railings, and while workmen with shovels and brooms were still walking on the course. Beating Barry Sheene, the Suzuki stalwart and reigning 500cc World Champion, and the one man Roberts thought would be hardest to overcome on his home tracks, was easy. Beating Johnny Cecotto, a former World Champion and now Roberts' Yamaha teammate, was easy. Beating Pat Hennen, whom Roberts never considered an aggressive rider when he raced against him in the U.S., wasn't easy.

Hennen, who arrived in Europe three years before Roberts did, and who was the first American to win a 500cc Grand Prix (Finland, 1976)

ILLUSTRATION: STEVE AUSTIN

scrambled constantly (before his serious accident in the Isle of Man which occurred while Roberts was on vacation) to uphold the Suzuki honor that Sheene apparently couldn't. Off to a fast start in the French Grand Prix at Nogaro, Hennen led until mid-race, then got caught by Roberts. Nogaro is normally lapped at 80-85 mph, making it one of the slower GP tracks, but it places critical emphasis on perfect braking and precise gear-shifting—things Roberts excels at. For nine stupendous laps Roberts and Hennen were "almost glued together," as Roberts recalls it, Hennen forcing his famous countryman "to race harder than I ever had in my life"—harder than the San Jose Mile or anywhere. But during the final 12 laps Roberts took advantage of what he calls his "second wind" and steadily pulled away. Hennen never slowed down, nor did his Suzuki. Roberts, on a track gone greasy from oil and rubber, and cluttered with lapped traffic, started lapping faster.

Roberts won, of course, and this was the Grand Prix that put him into the World point lead. He had raced harder than Hennen, but more importantly, he had concentrated harder. "Hennen went the same speed for the whole race," Roberts said, "but I went faster at the end. It's just the opposite of how I used to race in America. Here I'd go faster than anyone from the start, open up a lead, then coast as much as I could to the finish to let my tires cool down.

"In Europe the competition is harder and I can't do that. Instead, I concentrate on riding at 85 to 90 percent of my capabilities in the opening laps, then give 100 percent in the closing. I can't ride at 100 percent for a whole Grand Prix; no tire would take that. But concentrating extra hard at the end, riding that little bit harder, is what the other guys can't overcome.

"I know I can concentrate longer and harder than most. Like in the Spanish Grand Prix, one carburetor stuck open, and I had to go around the corners with the clutch in, revving the guts out of the engine, and still almost stuck the bike in the wall. Skip Aksland was supposed to be racing that day in America at Sears Point, and I'd wanted to call him afterward and tell him I'd won and have him tell me he'd won. But that sticking carburetor cost me the race. Afterward I really blasted Nobby Clark, one of my mechanics about it. There were pictures taken of me after the race and you can see fire in my eyes I was so mad. "But during the race only about 20 percent of me was mad. The other eighty percent of me was still concentrating on the race. That's why I finished second."

In 500cc competition, which is the biggest prize in Grand Prix racing, Roberts won the Austrian, French and Italian GPs by handsome margins. But the margins, Roberts believes, would have been wider still had he not been doing double-duty. Hennen, Sheene, Cecotto and the third American in Europe, Steve Baker, race exclusively in the 500cc class on a given weekend, but Roberts also competes in the 250. Originally it seemed a shrewd idea, a way for Roberts to get extra practice on difficult tracks he'd never seen before. But thanks to Kawasaki riders Gregg Hansford, an Australian who is familiar to U.S. audiences, and Kork Ballington of South Africa, Roberts has been racing as hard or harder on the 250s as on the 500s.

The factory Kawasakis develop what Roberts estimates to be 62 horsepower, considerably more than Roberts' own three-year-old Yamaha 250. Not only that, their Michelin tires were superior as well until Goodyear did some quick R & D. Anyone else might have given-in to the unequal fight and settled for a safe third. Not Roberts. As of this writing he was only three points behind Hansford in the standings and tied for second with Ballington.

But at what a cost! The 250 race usually precedes the 500, meaning that Roberts, with sweat streaming off him and feeling half numb from concentrating on beating the Kawasakis, has had to climb off his small Yamaha and immediately mount up to take-on Hennen, Sheene, Cecotto and Baker in the 500. He could alibi about this if he chose to but Roberts doesn't have to because he has been winning the 500cc races regardless. Besides, all season he has had to swallow Sheene's alibis that if it weren't for the mysterious virus he picked up in Venezuela in March, he'd be beating Roberts.

Everyone I know in the U.S. expected Roberts to have a big season racing in Europe, although possibly not quite so big a one as he's been having. But I wondered and worried about how Roberts would cope with foreign food, money, languages and cultures. His record is not good. He once lost his passport in Japan and another time in Italy was caught upside-down in a Fiat in a canal. Unlike Hennen and Baker—the latter having just bought a home in Italy—Roberts does not like living in Europe or, for that matter, living anywhere but Modesto. It seemed possible that homesickness might affect his performances.

Happily, Roberts took his American way of life to Europe with him. He and his wife and six-year-old son and two-year-old daughter never venture

far, when Roberts isn't racing, from their 25-foot American-built motorhome. They not only travel in it but live in it. The food Pat Roberts cooks is American (Japanese meals also are a staple), the music blaring from the tape deck is American—Rita Coolidge, Randy Newman and lots and lots of the crooner who Roberts rates as the nonpareil, Merle Haggard. All their European friends, most notable the outstanding Irish racer Tom Heron, speak English and nothing else.

The other reason Roberts hasn't gotten homesick is because he's too busy to. He described the wearying travel schedule he'd endured prior to his three week rest in June: "We flew to Yamaha's headquarters in Amsterdam in late March, on a Tuesday. I got my motorhome out of customs and that night had to drive to Imola, in Italy, for a Formula 750 race. Kel Carruthers, my mechanic, was supposed to follow me in his motorhome, but it quit running. I got to Italy on Thursday afternoon, just in time to do some practice laps. Kel arrived on Friday. We raced Italy, then took off to race at Paul Ricard in France. When we got there we decided to test our 500 bike on Tuesday and Wednesday. Thursday was practice for the 750s. We raced on Sunday and then I drove the motorhome to Spain on Monday and got there on Wednesday. That's when Pat and the kids arrived, too. We raced there, got back in the motorhome on Monday and took off for Amsterdam. Got in on Wednesday, and on the way we got sick. I was supposed to fly to England on Thursday but was still sick and in bed until Friday. Friday night me and Kel flew to England, both of us still sick, and we missed one day of practice. We practiced only on Saturday, then raced on Sunday.

"Sunday night we flew back to Amsterdam and the next morning had to drive to Austria. It took 12 hours. Austria was a high-speed track and we had to test different cylinder barrels and tires on Wednesday. We got done with Austria on Sunday, then left to go to France. I raced that one, then got back in the motorhome and went to Italy. Tested Wednesday and Thursday, raced on Sunday. Afterward we went to Imola for a non-championship Grand Prix and relaxed because practice didn't start until Saturday. After Imola we took off and went to Austria again, this time for the 750 race at the Osterreichring. And after that it was June and we came home." Aside from his one brief bout with flu, Roberts has managed to stay remarkably healthy in Europe, which is rare for him. Illness was one of the things that ruined his bid to get the Ameri-

The Conqueror

can No. 1 plate in 1977. Yet in June he came back from Europe looking fit and actually weighing two pounds more than he had when he left. How, I asked him, had he accomplished it? "From taking vitamin pills," he said. "B-complex and vitamin E. Gary Bryson, one of the Goodyear guys, recommended them to me." (Roberts returned to Europe minus the two pounds, however. The hay fever took its toll.)

Roberts also explained the unusual way he won the British Grand Prix for the 750 bikes, which was held at Brands Hatch. The day before the race he was still so ill he could make no more than three consecutive laps before his concentration would go away because of the flu. "But in the race I was feeling pretty good," he said. "I'd overshot my pit when I came in for refueling late in the race and when I came back out I knew I'd lost some time. Where mechanics have to signal their riders at Brands Hatch is sort of a bad place, because it's right as you're turning out of a 170-mpg corner. If you don't pay close attention the bike tends to get away from you and tries to high-side you. I wanted to see how many seconds of my 15-second lead I'd lost on the pit stop, so as I came by there I looked at the board real fast. What I saw was '5.'

"Damn," I thought, "I've lost ten seconds." But that was no problem because there were only six-or-so laps to go and nobody could catch me. Up ahead I thought I could see Stevie Baker, who'd been running second. I thought 'that can't be Stevie, that must be Ferrari, Stevie's teammate.' They look alike. Then I wondered if it really was Stevie. Next lap I studied Kel's board a little closer and sure as hell it said '-5,' mean-

ing minus five. Stevie was five seconds ahead of me, leading the race! He'd done that, I found out later, by not stopping for fuel, trying to go non-stop through the race. All I had was three laps to catch him, so I gassed it up, rode my fanny off, and did just catch him going into the last lap." Despite that Formula 750 victory and another one at the Osterreichring, Roberts, at mid-season, was still trailing Cecotto, his teammate, in the standings. This was a surprise, for long before he won this year's Daytona 200, Roberts was the acknowledged master of the brute 750s. He still believed he had a chance of overtaking Cecotto in the points, just as he felt it possible he'd overwhelm Hansford in the 250 class.

He certainly has the people of Europe on his side. Numbering better than 100,000 at many of the races, the crowds wave him on partly because he is one of the few capable of doing a really outstanding wheelie. Roberts says during races he sees them motioning with their hands for him to raise the front wheel. Whenever he does, they go berserk. At the Austrian GP after crossing the finish he popped one at 120 mph that put him in a wicked tank slapper when he set it down. "The day you crash doing that I'll laugh," prudently warned the dour Carruthers. Roberts now plans to forget about pleasing the spectators with wheelies.

He also says he's going to practice starting the 500 a little more. "In Europe they have dead-engine push starts. My Yamaha needs just the right combination of throttle, pushing-speed and clutch release to fire off. Without exactly the right amount of throttle it won't go. The Suzukis fire instantly and begin making noise so I can't hear whether my engine has started or not. So I pull the clutch and wing the throttle, and if the tach needle moves, I know it's time to hop-on. I usually get off the

line 10th or 11th and sometimes worse. I've even been sideswiped a couple of times while pushing." Kenny's charges through traffic to the front are packing the stands with spectators. The record-setting crowds are good for racing, good for Roberts' sponsors, but not particularly good for Roberts, who gets the same minimal amount of starting money regardless. The unfairness of the Grand Prix start money system is compounded by the fact that the GP organizers actually get away with it. Because Roberts did not race in Europe last year, and was not a "graduated" rider, the organizers are able to pay him the minimum \$200 start money, or at the most \$600 when he rides both the 250 and 500 classes. He needs the Championship points the GPs pay, and cannot stay away, but it irks him that someone like Sheene, who he is beating, makes at least \$2500 per start. Fortunately at non-championship races where he makes his own deal, he can get \$10,000 or better. With a bill of \$150 every time he pumps 60 gallons of gasoline into his motorhome, Roberts is conscious of how expensive his European racing really is.

Because of money he almost, but not quite, agreed to ride a national race in Holland instead of coming home in June. The promoter told him he would meet his price.

"I bet you won't," Roberts told him.

"Yes I will. Try me."

Roberts says he picked the most outrageous figure that popped into his head.

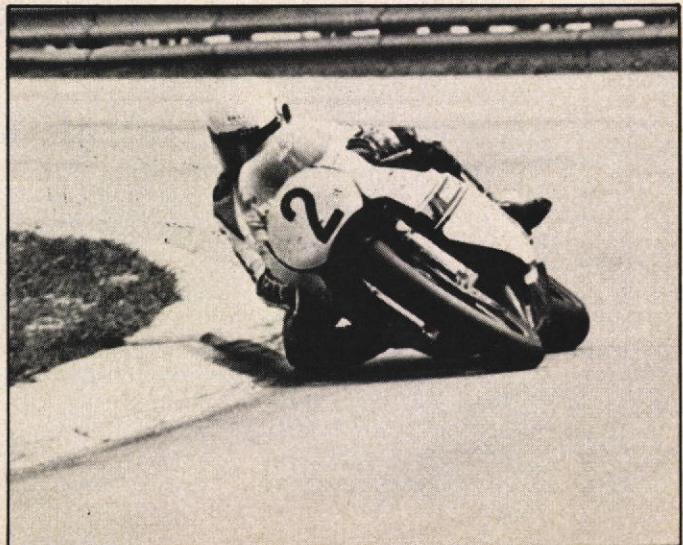
"Pay me \$40,000 and I'll come."

"But that's more than my entire budget for everyone!"

"Take it or leave it. I want to go home."

"You want to get rich or something, don't you?" asked the crest-fallen promoter.

continued on page 72



ARROW G-WHIZ.



ARROW GT.

DIFFERENT STRIPES AND STROKES FOR DIFFERENT TYPES OF FOLKS.

Don Prudhomme races funny cars . . . just about as fast as anyone has ever raced funny cars.

Prudhomme chose to build his funny car from a Plymouth Arrow, because of its aerodynamic properties. He has created an unbelievable performance car. And the Arrow you'll find at your Chrysler-Plymouth dealer is quite a performance car, too.

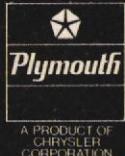
The 1978 Arrow GT features hemispherical combustion chambers. It comes with a standard 1600cc Silent Shaft powerplant, and can be ordered with our hefty 2000cc Silent Shaft Engine . . . one of the smoothest and quietest 4-cylinder engines available anywhere. It fea-



tures a standard 5-speed transmission. It also comes with a new piece of standard equipment. We call it the MCA Jet System, and it's nothing short of engineering genius. In addition to the intake valve and exhaust valve, each combustion chamber has a third valve. A "Jet" valve. We've found that this third valve does two things. First, it increases gas mileage by improving combustion. Second, we even achieve better low end torque.

Test drive the '78 Arrow. See why it's a lot more than just good looking. Buy or Lease Arrow at your Chrysler-Plymouth dealer.

*Based on EPA estimates for Arrow's 1.6 litre engine and manual transmission. Your actual mileage may differ depending on your driving habits, your car's condition, and its optional equipment. California mileage lower.



1978 PLYMOUTH ARROW.

Montesa Enduro 360H

A REAL HANG-IT-OUT TRAIL MACHINE
WITH A BEVY OF TECHNICAL TRICKERY.
YOU CAN REMOVE
THE SHIFT LEVER AND
COUNTERSHAFT SPROCKET
IN SECONDS...
WITHOUT TOOLS!



**DIRT
TEST**

Though small, Montesa is by no means inexperienced or oblivious to the competition surrounding them. They're aware that competing with Japanese technology and budgets for motocross superiority is a sure-fire recipe for inducing bankruptcy. So, Montesa has taken the opportunity to sow seeds in greener pastures—in a field that has escaped total up-rooting by the big four. One breed of machine not yet exploited by all four of the rising suns is the pure-competition big-bore enduro bikes—more precisely 400 class machines that come stock with enduro lighting and competitive Six Day performance.

If you've been interested in purchasing a bike in this classification, whether for hard-core competition, family enduros, casual back-woods trailering, or for the sheer satisfaction of knowing your bike's capabilities exceed those of your own, you're aware that the choices are limited. After ruling out such rare mounts as the Hercules GS350, Jawa 360 ISDT, Ossa 350 Mountaineer, Rokon 340 Gold Medal Replica and Bultaco 370 Frontera simply due to a lack of availability, only the Maico 400WR and Yamaha IT400 remain as prime candidates—and even they have their drawbacks: the Maico's busty price is enough to make a wealthy man flinch, and the Yamaha lacks individuality. So you can see why the exclusiveness of this class inspired Montesa to introduce their brand new 360 H-6 enduro bike.

If uniqueness feeds your ego, then this aspect of the 360 will undoubtedly draw your attention immediately—

even when it's resting motionless. From the glossy-finished fire-engine-red fiberglass fuel tank, to the wavy waffle-like sand-casted barrel and head, to the shiny yellow-labeled Akront rims mounting Pirelli tires—it's Spanish heritage all the way. But Montesa isn't relying on just physical appearance for acceptability. They've incorporated several eye-catching tricks the serious time keeper will appreciate immediately. For instance, the nicely tailored seat, 2.4-gallon fuel tank, headlight/numberplate combination and Twin-Air filter element can all be removed almost instantaneously without tools, being secured simply by a total of eight little rubber straps; one additional strap is even used to hold the centerstand in its upright position. The use of these natural rubber ties for quick detachment is a unique and effective approach, with one major drawback: they will eventually deteriorate and break. The two securing our headlight/numberplate broke after only 200 miles. Although spares are available from dealers on a "hit-or-miss" basis, Montesa 360 owners will constantly be looking for old inner tubes to slice up.

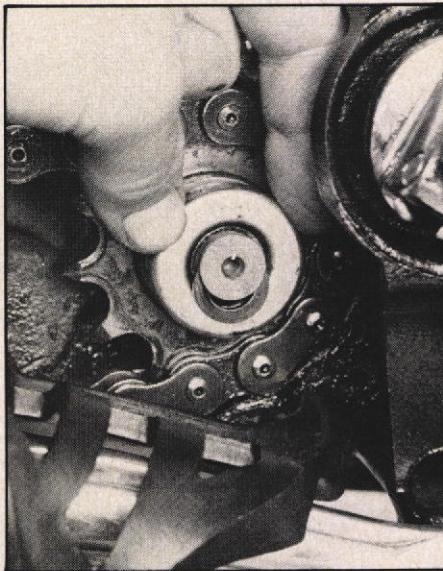
If your vision is 20/20 you'll spot two novel items on the H-6 that should make the whole motorcycle industry envious: both the countershaft sprocket and gearshift lever can be removed in seconds without touching a tool. Yep, simply press-in the spring-loaded shift lever, pull out the C-clip and the lever slides off; a similar system allows the 12-tooth sprocket to fall into your hands in a minute's time. The average "playrid-

er" will probably never sample these "on-the-trail" benefits, but they still show Montesa's degree of seriousness in design.

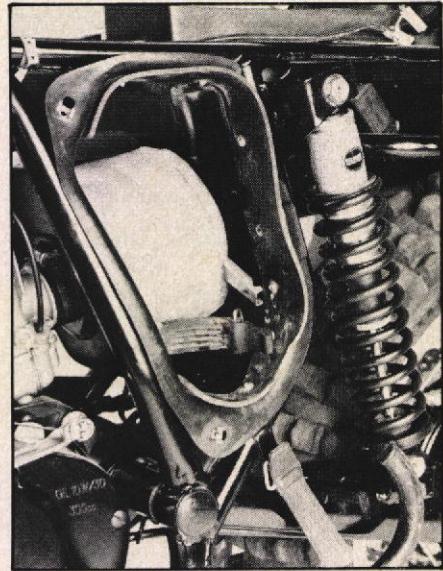
After two years of so-called "extensive secret development," you might expect something revolutionary in the way of a truly specialized thoroughbred contender—maybe a brand new engine design or super-wammo frame. Instead we find Montesa has played it safe and used the usual approach to building an enduro machine: just start with your in-house motocross skeleton and add stylish fenders, token enduro-legal lighting, shortened outdated suspension and then cap it off with a pinch of enduro trickery. And that's where the 360 H-6 comes from. The powerplant is their standard 349cc piston-port motocross engine, only they've incorporated milder port timing, a smaller 36mm Bing carb and a quiet new uppipe which snakes to the right rear and dumps into a bulky-looking rectangular silencer/spark-arrester. The engine is no way obsolete, being updated last year when factory engineers switched it from a side-port exhaust to the current center-port design. Previous trouble with Montesa's crankshaft-mounted clutch tearing-up cranks was also remedied last year—all the current 360 engines have clutches conventionally mounted on the mainshaft and driven via helical gears. If you're familiar with Montesas, you'll attest to the fact that the motocross engines were never hunting for torque, being able to pull the huge spaces between gears in their four-speed transmissions without even breathing heavily. The icing to



Here's one the Japanese wish they'd thought of: a shift lever that can be removed instantly without tools—simply press-in the spring-loaded lever and slide out the C-clip. Engineers all over the world are probably saying "why didn't I think of that?"



Removing the 360's countershaft sprocket requires no tools either: peel back the rubber sprocket cover (it mounts on three steel nipples), press-in the spring-loaded collar, and remove the C-clip. The case guard is also included in the trick package.



Even the centerstand and air filter are secured quickly and firmly by rubber ties. Huge capacity airbox and excellent Twin-Air element help the Bing carb breathe easy. The 360 also comes with a tool tray (above airbox) and an adequate assortment of tools.

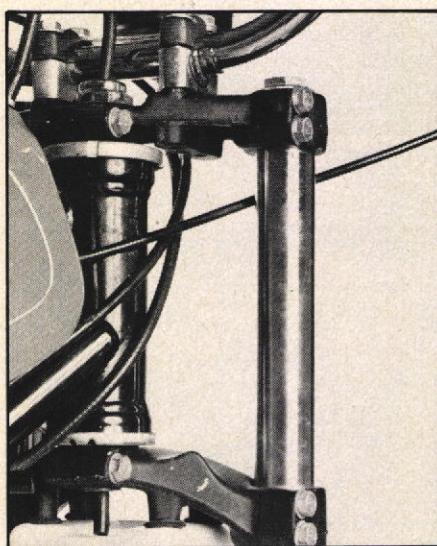
Montesa Enduro 360H



this already magnificent torque (23.45 foot pounds on the dyno) is a brand new close-ratio six-speed gearbox that has been stuffed into the identical motocross cases. Little else needed rearranging aside from lowering the primary ratio and adding eight teeth to the rear sprocket to compensate for the added gears. With the widened powerband, increased torque and tightly stacked tranny, the result is a engine/gearbox combination that will extract stumps, dig trenches or rearrange mountains each time the shift lever is prodded. Even with a 200-pound rider the H-6 never lacks brute pulling power. From the super-low first gear to the 85-mpg top gear it's a perfect match for steep, tight mountain trail riding or wide-open desert blazing.

The engine's disposition really amazed us: it's not the least bit temperamental, thanks to the fiddle-free Motoplat CDI ignition and a surprisingly well-mannered Bing carb which never slobbered or drooled. The engine would always burst into life within several kicks and even during a high altitude photo session, where we subjected the 360 to hours of pedaling around in first gear at golf-cart speeds, the Bing always provided clean, smooth carburetion. However, the lack of a primary-kick-starting system is still more aggravating than the awkward right-hand kick lever itself even though the lever is difficult to position underfoot and requires a quick, forceful jab to overcome the 12:1 compression ratio. It bit our leg on several occasions.

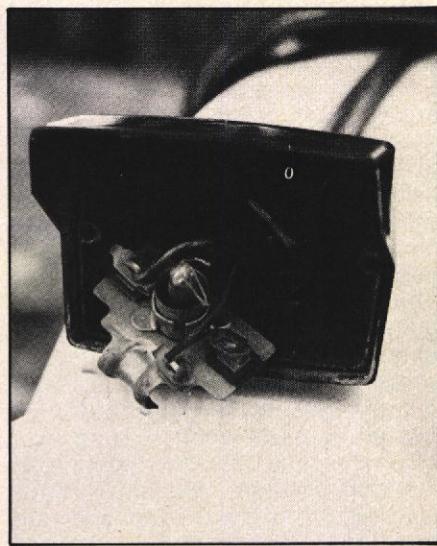
Pumping-out 33.75 hp on the Webco dyno and weighing a chunky 276 pounds (even topping the Yamaha IT400), the H-6 is understandably no



Both the motocrossers and H-6 have bottom triple clamps which are offset an inch lower on the tubes, giving the clamps more holding leverage, and in turn, increased fork rigidity. H-6 even features a forklock.



The Montesa's seat also removes in seconds, thanks to a pair of rear frame-mounted swing-clamps that interlock with steel dowels imbedded in the seat. The rubber straps make sure they stay locked.



What little engine vibration there is seems to dance down the fender's long backbone and end-up in the rear tailight assembly, ultimately pulverizing it to a pulp—looks like a job for Preston Petty.

Montesa Enduro 360H

match in acceleration for a lighter Maico 400WR which puts about 36 hp to the ground. But it does convey a solid and comfortable feeling not uncommon among European and Spanish mounts. This is partially due to the strong, rigid double-cradle chrome-moly frame that's nearly identical to that used on the motocrossers. The enduro version has a steeper head angle, added loops around the engine cases for protection against rocks, a grab handle on the left side that's handy when using the centerstand, and a rear frame loop which supports the long plastic rear fender and taillight assembly.

While Bultaco has already tried the balancing centerstand routine with little success, Montesa has chosen to try on the H-6—and it's somewhat effective. A rubber strap keeps the stand in place while riding, but the rider must get completely off the bike, bend down and unhook it before the stand can be lowered. Then he finds that on level, hard-packed dirt, the stand only elevates the wheels a mere half inch, and on softer surfaces not at all—it most definitely needs to be an inch longer.

Only after you've sampled a multitude of brands will the Montesa's physical comfort and long-distance riding capabilities be realized. Engine noise and vibration, for example, are minimal, which helps reduce rider fatigue. And all bolt-on items have obviously been designed by real live walking, talking human beings sensitive to the body's shapes. Parts like the alloy rear-brake pedal, handlebars and levers all fall into place instantly like a pair of skin-tight racing gloves; and even the stationary items like the pipe, tank, seat, sidecases and plastic sidepanels tuck-in nicely without nudging the rider. Only three items kept the 360 from "zeroing" this portion of the test: rock-hard grips that are absolutely brutal, a puny fuel tank that allows, at best, a range of just 60 miles per fill-up, and a poorly shaped gear-shift lever. We initially cursed the gearbox for repeated neutrals when shifting from first to second, but later discovered the real problem: the lever is too long for the average-sized boot and the lever configuration has it hanging-up on the inside of the boot. A little shaping to suit the individual rider's paw cures the problem.

In a Six-Day bike suspension always forces a compromise: should the factory fit long-travel suspension

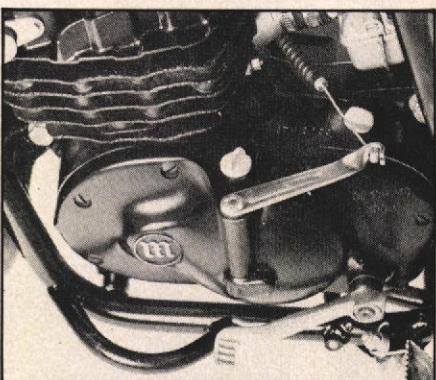
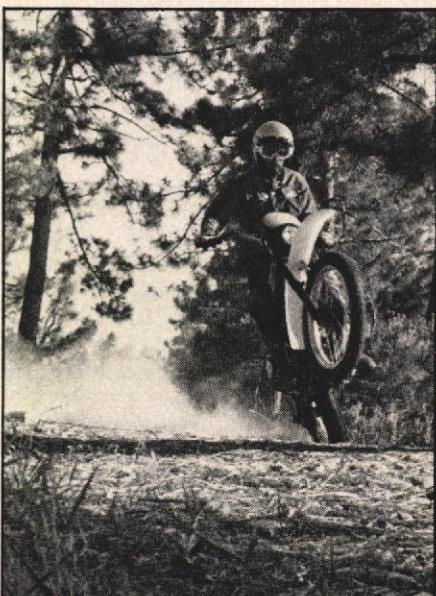
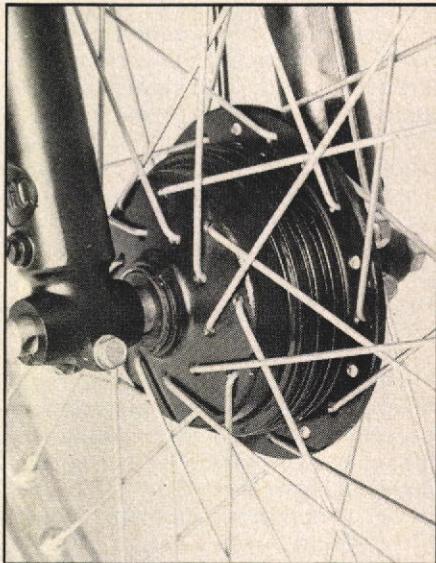
for the rough and fast special tests, or shorter legs to get a low seat height and center of gravity for quick, accurate steering? Montesa favors the latter, as evident by the utilization of rather short 7.9-inch travel straight-leg forks (made by Betor to Montesa specs) and a steeper 30-degree head angle. Steering is exceptionally precise despite the Pirelli tire's reluctance to grip the ground—the 360 straightened corners like a slot car and rarely pushed the front end—excellent for casual woods riding and general trailering. Unfortunately Montesa reduced the front-end's total credibility by not engineering-in enough fork travel and by fitting skimpy-looking 35mm forks with overly soft springs that allow the front-end to bottom rather easily, even over relatively small potholes and rain ruts. For the weekend play-rider the bottoming problem won't be of much concern, but the serious "go-for-the-gold" competitor will not be satisfied with the H-6 front end.

You'll need to throw away much of what you paid for to get the 360 into "rideable" form. Items like those blister-building hand grips, superfluous passenger pegs, the passenger grab-strap on the seat, and most of all an incredibly useless rear-wheel-drive speedometer that reads in kilometers only, all have no reason for existing on a supposedly "race-ready" enduro bike. The American distributors are currently working on adapting a front-wheel-drive VDO speedo which will be sold along with each new H-6—and you have to install it.

The biggest blow will be forking-out for replacement shocks, since the stock gas-bagged Telescos are intolerable and inexcusable. They're fitted with such stiff springs that the 8.7 inches of rear wheel travel can't even be utilized. We don't ordinarily alter test bikes in any way, but we felt it necessary in this case for a true evaluation, so at the distributor's suggestion, we installed a pair of 13 1/2-inch long Works Performance gas shocks. The Works units are sprung much softer (ours had 130/170 dual-rate springs) and have the stronger damping necessary to cope with the severe conditions created when mounting the shocks so closely to the swingarm pivot in the near vertical position, like on the Montesa. Although rather expensive at \$149.95 a pair, the Works shocks make an incredible difference in the plushness of the rear end and transforms the H-6 into a totally different machine. They'll let the 360 literally glide over small trail bumps which would normally have caused the rear end to kick its tail skyward, and they'll effec-

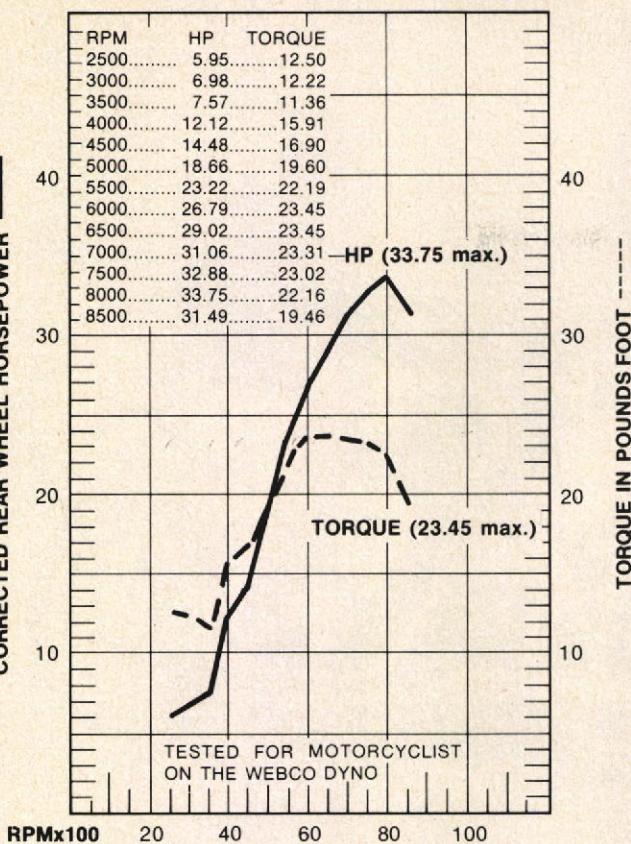
continued on page 76

Montesa's front hub is unique, featuring a staggered spoke pattern which spreads the loads evenly throughout—it's also used on the MX versions. Forks are basically two-year-old VA motocross units, only the sliders are painted black now.

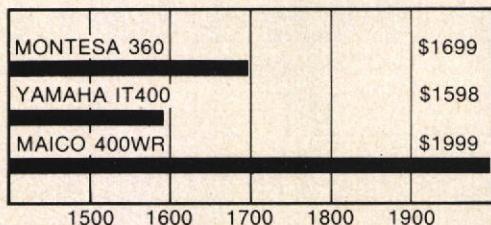


The 360's smooth die-cast cases are protected in part by added frame loops—there's no skidplate however. Beefy 16-plate all-metal clutch performed flawlessly. We didn't like the numerous plastic filler and drain caps—they're easily cross-threaded.

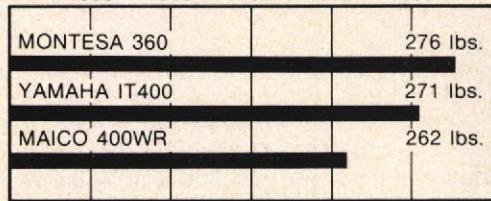
CORRECTED REAR WHEEL HORSEPOWER



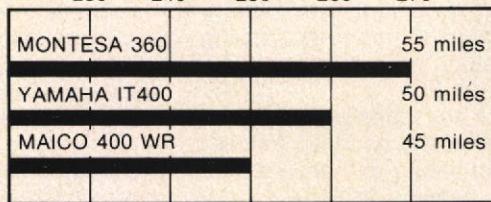
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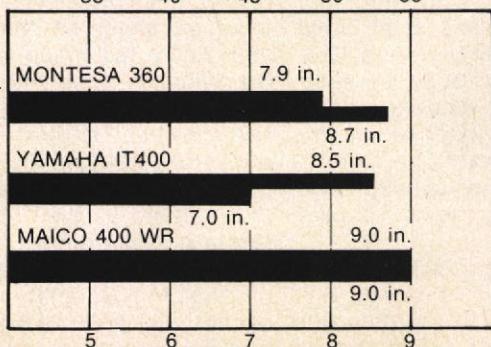
WEIGHT



TOURING RANGE



SUSPENSION TRAVEL



MONTESA 360H



Suggested retail price.....\$1699
 Warranty.....None
 Number of U.S. dealers.....200
 Cost of shop manual.....Included

ENGINE

Type.....Two-stroke single
 Displacement.....349.6cc
 Bore x stroke.....83.4 x 64mm
 Compression.....12.1
 Carburetion.....1, 36mm, Bing
 Ignition.....Motoplat
 Lubrication.....Premix; Golden Spectro 32:1
 Lighting output.....N.A.
 Battery.....None

DRIVETRAIN

Primary transmission.....Spur gear 2.65:1
 Clutch.....16 plates wet
 Secondary transmission.....5/8 x 1/4 Iris chain 12/48

CHASSIS

Fork.....Betor, 7.9-inch travel
 Shocks.....Telesco, 8.7-inch travel
 Front tire.....3.00-21 Pirelli N
 Rear tire.....4.50-18 Pirelli MT
 Rake/trail.....30° N.A.
 Wheelbase.....56.5 in. (1435.1mm)
 Seat height.....36.5 in. (927.1mm)
 Ground clearance.....11.25 in. (285.75mm)
 Fuel capacity.....2.44 gal. (9.2 liters)
 Wet weight.....276 lbs. (125.19kg)
 Colors.....Red
 Instruments.....Speedo in kilometers only, resettable trip-meter

PERFORMANCE

Power to weight ratio, unladen.....8.2 lbs./hp
 Average fuel consumption.....26.6 mpg.
 Touring range.....65 miles
 RPM @ 60 mph.....5457 rpm
 Speed in gears @ redline.....1st 23.82 mph;
 2nd 35.40 mph;
 3rd 47.64 mph; 4th 60.76 mph;
 5th 72.46 mph; 6th 87.96 mph;

What if I have cash on the barrelhead and don't even ask for a discount?"

"It's still going to be a three week wait. They've been back ordered for a month. You're fourth on the list. If I get eight units like I ordered, you got one. If they only send me three, there's nothing I can do."

"What do you mean, 'if they only send me three'?"

"Yamaha has the dealers on allocation. They send out what they can no matter how many you ordered. I could sell ten of these things a month, but I just can't get 'em."

"Gee whiz."

Another disappointed customer walks out of a Yamaha dealership with cash still bulging in his pocket. He'd have traded Cleveland for an XS650 Special, but the dealer was sold out. These bikes—the 400, 650 and 750 Specials—have caught-on this year like John Travolta and disco movies. They're hot to say the least.

Ed Burke, product planning manager for Yamaha Motor Corporation, said dealer input over the last five years implied such a model might be successful, but Yamaha didn't act until their own market research recorded rising numbers for the trend two years ago. When the intensity of dealer requests for customized machines increased simultaneously, a U.S. design team fed specifications to the factory, and out popped the Specials.

All three were brand new models this year. "They were engineered from the ground-up around the styling we wanted," Burke said. "We didn't just attach extended fork tubes for looks without re-adjusting the steering characteristics. There are a lot of differences between a standard model and a Special. Performance was made to accompany appearance. The custom look for other bikes, such as the Kawasaki LTD, came more-or-less from bolt-ons, and I think the public has detected the difference."

Looks are what attract customers. Yamaha says people come to their dealers with a brochure in their hand and say, "I want that." Invariably they're pointing to one of the Specials. "Bikes are often presold by the brochures," says Burke. "The dealers sometimes don't even have to lay-on a sales pitch." Burke says the 650 and 750 Specials are Yamaha's top sellers. "We've sold more than 25,000 units, and it's still early in the year." The 400, never a fast mover before, "is now matching the sales of Honda's Type II Hawk," according to Burke, who adds, "The Specials are the biggest selling bikes over 500cc."

Demand for these machines is indeed quite incredible. Bill Edwards of



THE YAMAHA SPECIALS

A Subtle Touch Of Factory Applied
Macho Is Making Them Sell Like Mad.

Yamaha tells the story of a dealer in Pennsylvania who ordered "200 of the 650 Specials and 300 of the 750s. Even with a second production run in Japan we couldn't come close to supplying him. This thing was only an experiment and it's taken off like mad. I know dealers in Minnesota and Michigan with waiting-list boards for people to sign-up on."

Burke says part of the shortage comes from an unexpected acceptance of the Specials in Japan and an even more surprising demand in Europe, which was not figured in the factory's marketing plans at all until success registered in America like the Big Mac. "At that point we sent some market-testing models to Europe and they were snapped up instantly," grinned Burke. "The factory responded with an unscheduled second run, but it barely dented public demand."

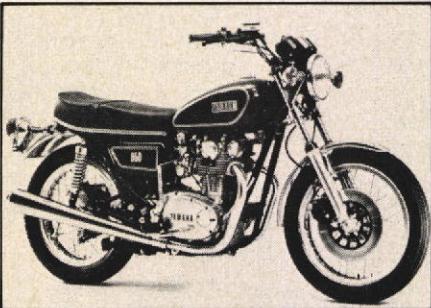
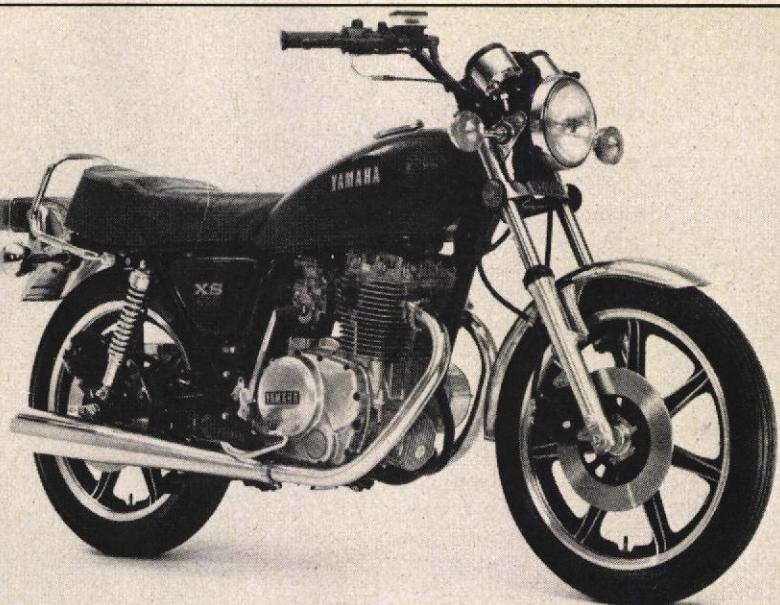
Purists find the Specials horrifying: *How can someone want something which violates the clean and functional lines of a traditionally styled motorcycle? Look at those ridiculous*

bars and those silly fat tires. They destroy the functional look and they've got to dilute function as well. Our critic is dead right in the first respect: The Specials don't look traditional. But he's about 95 percent wrong in the contention that macho-styling robs performance.

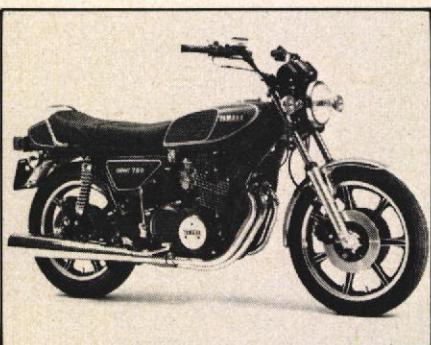
We spent a lot of time on all three models, including 1240 miles on the XS750SE cover bike alone, and concluded that each Special handles as well as its standard equivalent, and in one case, better. However—and this is a big however—enough time must be spent on the Specials for your riding technique to acclimate to the different bars and seating position. Once this occurs, as it inevitably will, even to the most hardcore purist, the 400 and 750 Specials can be flicked as hard and accurately into corners as their standard counterparts. Incredibly, we found the huge rear tire and altered geometry on the 650 Special made it more neutral and precise than the already fine handling standard. The type of comfort and seating position deliv-



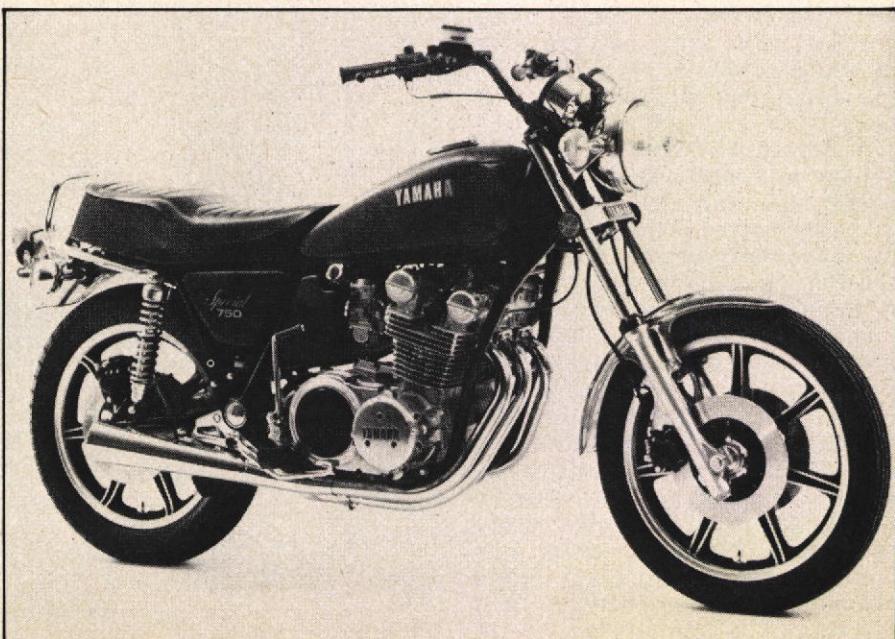
Visually the two 400s differ more than the other pairs. They also have the biggest price spread—\$1148 to 1309. The added cost gives the Special extra chrome, a rear disc, mag wheels and an electric starter, but also adds 30 pounds of weight. Higher bars, a teardrop tank and slightly longer fork tubes are the subtle styling tricks that give the Specials their look.



Last year the standard XS650 was Yamaha's biggest seller. This year it's the XS650SE, which costs \$1998 and sports a giant black 5.10-16 rear weenie—one of its strongest selling points. The engine is known for its mellow sound and strong feel-it-in-the-pants pulling power. Vibration is its worst offense, unless you're a purist and can't stand the pulled-back bars.



Since the standard 750 already has such items as triple discs and mag wheels, the Special differs mostly by having a silver engine and a macho motif. Yamaha would have fitted a fat rear tire, but it wouldn't clear the shaft-drive paraphernalia. It's rumored that the tire is so important to sales that the shaft will be redesigned to accommodate a giant oversize fat rear weenie.



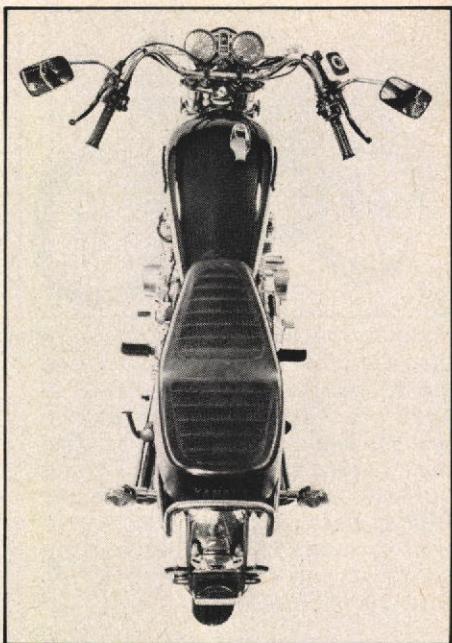
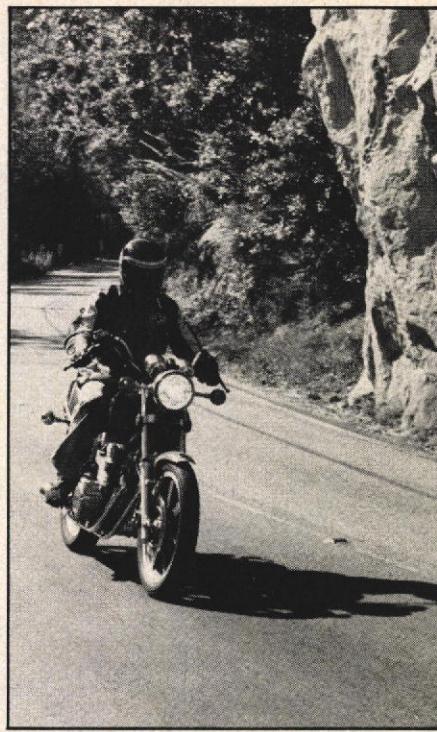
YAMAHA SPECIALS

ered by the Specials may never be reconciled by a purist, just as their looks will most certainly never be accepted, but no one can claim that power and handling aren't there.

In spite of this surprisingly good performance, Yamaha is certain the sales success comes mainly from appearance. The Specials were purposely styled to look tough, macho, manly, predatory, sinister—all adjectives usually associated with Harley-Davidsons. And for the same reasons-of-the-mind that people are attracted to Harleys, they are also attracted to the Harley-like Yamahas. They believe that the masculine image of the motorcycle will carry over to its rider. People will be impressed, people will notice, people will have respect. There is nothing wrong or abnormal about this. People select clothes that way, cars that way and order wine that way—as much for what others will think as for what they really want themselves. Price seems to be no object for the Specials are all selling at full retail—\$1389, \$1998 and \$2498 respectively for the 400, 650 and 750. That's \$241, \$200 and \$150 more each than the standard models.

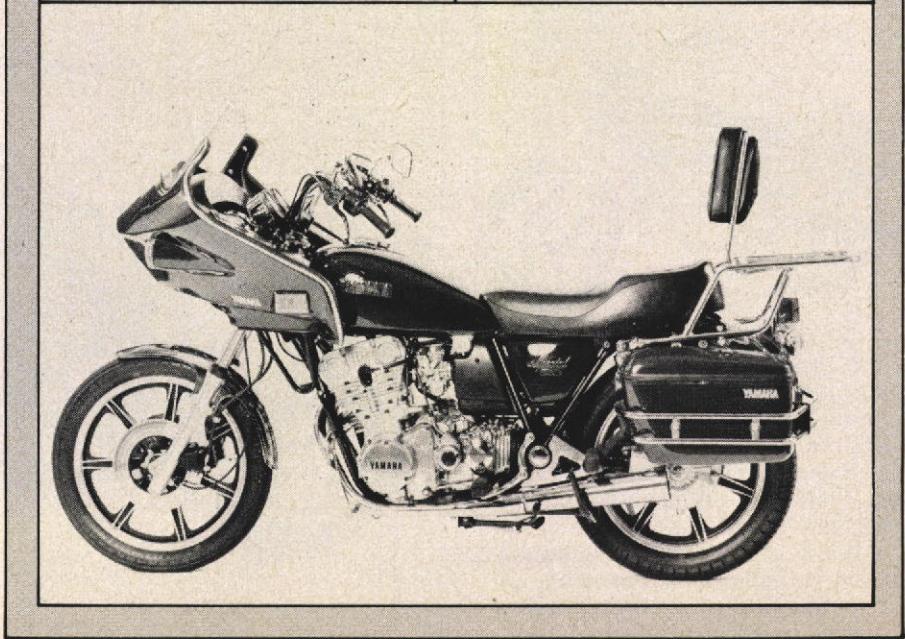
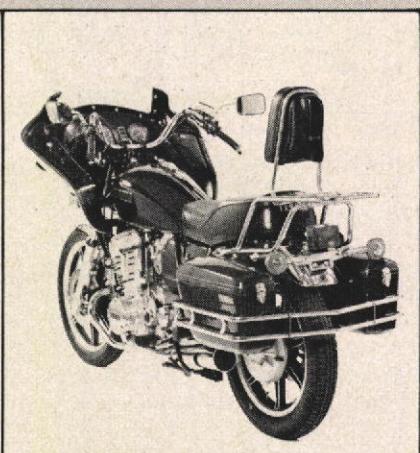
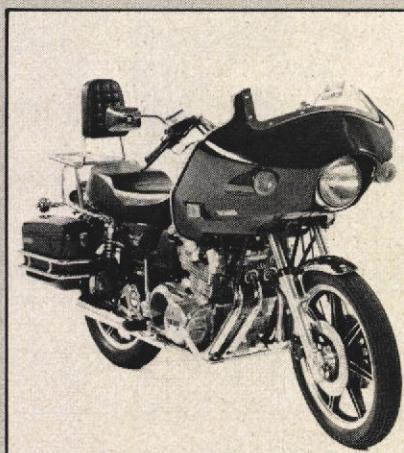
Perhaps also, legions who have wanted the Harley-look without the Harley's cost, vibration or outdated performance have found a mecca. It is unlikely, however, that many Harley-Davidson riders will be converts to the pseudo-Harley Yamaha. The reason lies in the 1000-year-old words of Ching Hao: "Resemblance reproduces the formal aspect of objects, but neglects their spirit. He who tries to transmit the spirit by means of the formal aspect and ends by merely obtaining the outward appearance, will produce a dead thing."

Apparently the Yamahas have just enough of a macho-image to excite buyers more than a stocker, but not so much to scare them away. This is the key to their success. We feel the Specials have caught-on because they offer an almost perfect balance of image and performance. They also probably represent a dominant trend in the future model strategies of most manufacturers. "We're constantly hearing people say, 'Now that's how a motorcycle ought to look,' so we know we've struck a chord," says Ed Burke. "We have a theory that the market must be stimulated every year to attract new blood. This year's stimulation was the Specials, and we'll be making more of them." **M**



A Texas Longhorn would envy these bars. Super-wide mirrors make it tricky to slip between cars.

Yamaha's own accessories transform the shaft-drive 750 into a genuine Interstate prowler. ABS fairing has locking compartments as do the fiberglass bags. Suggested list on the package is \$693.65.



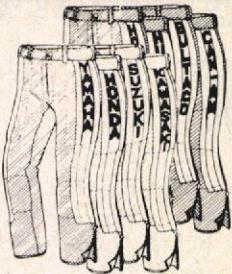
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Excellent quality, highly protective, and smartly styled. Cycle name in bold black letters on both sides. Stripping in team colors. Removable hip and knee pads. Knee pockets will accommodate cups. (No 75 pants have no cycle name, are striped red, white and blue.)



Red, White, Blue Stripes, No Name \$17.99

Waist Sizes: 24-26-28-30-32-34-36-38-40

No. 71 Yamaha \$18.99 No. 85 Hodaka \$18.99
No. 72 Honda \$18.99 No. 86 Husqvarna \$18.99
No. 73 Suzuki \$18.99 No. 87 Bultaco \$18.99
No. 74 Kawasaki \$18.99 No. 88 Can-Am \$18.99
No. 75 Red-White-Blue, No Team Name \$17.99



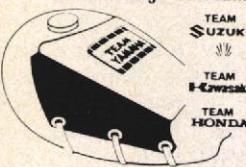
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Our top-quality heavy blue denims, as described above, PERSONALIZED FOR YOU. Up to 10 letters each side. 3 colorful trim styles. Use special lines in order blank. No CODs. Waist Sizes 24-26-28-30-32-34-36-38-40. No. 56P Gold and Black Trim. No. 57P Red and White Trim. No. 58P Green and White Trim.

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Team Design or Plain



Snug-fitting snap on cover of heavy-duty simulated leather prevents scratches, scrapes and nicks. In bright team colors, team design lettering. Fits all tanks. No. 26 Yam No. 28 Suz No. 27 Hon No. 29 Kaw No. 30 No Team Name

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Fits all bikes. Black only.



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Unbreakable, ventilated, adjustable. With 3 interchangeable lenses (clear, amber, green). No. 59



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In bright team colors. One size fits all. 51 Yam 52 Hon 53 Suz 54 Kaw 61 Hod 62 Husq 63 Bul 64 Can-Am

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Heavily padded tough black vinyl. Adjustable. No. 36 Gloves



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For super-fast throttle action. Extra-large nylon head. Nylon tube and cable stop. Dummy grip included. Fits all handlebars

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**Long Sleeve NYLON JERSEY
Regular \$8.99 - NOW \$7.99**

Vivid Team Colors - Top-quality ventilated 100% nylon jersey made by our own craftsmen. Cycle name on chest and sleeves. Sizes Adult S-M-L-XL, Child 6-8, 10-12, 14-16. No. 11 Yamaha, No. 12 Honda, No. 13 Suzuki, No. 14 Kawasaki

PERSONALIZED TEAM JERSEY

**With Short or
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Your name or other message on back of nylon team jersey, 1 or 2 lines, up to 10 letters per line. Giant numerals from 0 to 99. Jerseys described above and below. Use special lines in coupon.

Long Sleeve

Reg. \$12.99

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76P Yam 78P Suz NO
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Sizes Adult S-M-L-XL Child 6-8, 10-12, 14-16

**SHORT SLEEVE
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Team Colors



Hi-O's great nylon team jersey. Cycle action design on chest.

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**PLAIN M/X JERSEY - No Team Name
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SHORT SLEEVE

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Our top-quality ventilated nylon jersey. 5 colors, long or short sleeves, no team markings. Plain, with no lettering or PERSONALIZED with 1 or 2 lines, up to 10 letters per line. 1 or 2 giant numerals. Use special box in coupon. NO CODS ON PERSONALIZED JERSEYS

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In June of 1954 a small Japanese man, laden down with spare carburetors, plugs, cables and with tires and rims strapped to his back, stepped off an airplane on his way to the famous Isle of Man TT. Accused of having an overweight flight bag (and a fine due) the man proceeded to empty the flight bag, discarding layer after layer of clothing, until it reached the allowed weight, thus avoiding the fine—money for which he didn't have. After satisfying the airline official of the bag's weight, Soichiro Honda went on to his company's first overseas race, the Isle of Man in 1954.

At present, a mere 24 years later, the estimated motocross racing budget of American Honda, the U.S. distribution subsidiary of the parent Japanese company, is in excess of 1.5 million dollars per year. Today the racing department intertwines with the advertising department, employing secretaries, accountants, cost analysis people and of course racers, mechanics and a Team Manager. In Honda's case Terry Mulligan, a 34-year-old English transplant, has been Team Manager of Team Honda since 1976. He was first a technical training instructor and later carried administrative positions, so Terry has both a mechanical and financial background with Honda.

According to Terry, Honda employs in the racing team nine riders, nine mechanics and himself. With two riders overseas (Brad Lackey, Graham Noyce) that leaves seven riders (Pomeroy, Ellis, Smith, Tripes, Reid, Wise and Croft) and their mechanics for Terry. Starting with the seven stateside mechanics, their lowest salary average could be \$1000 per month, plus an additional \$500 per month when on the road, which is the majority of the season. Now take the transport vehicles which are estimated to cost \$13,400 each to operate for a year, add in motel rooms, food, tools, clothing and incidentals.

"The cost per week for these guys, each with his own transporter vehicle, is staggering enough in itself," says Terry, "but you still haven't even gotten the riders to the race track yet." Add in eight plane tickets from the west coast to get riders and Manager to a race. Each rider gets \$35 per day when on the road to cover expenses. Marty Smith is the only current contracted rider who gets a rent-a-car free from Honda. He rides and generally shares a room with Tommy Croft.

Stop right there and take just Marty Smith as an example. He's Honda's top rider, capable of making from Honda alone between \$120,000 and \$130,000 in salary and bonuses

Operating Costs Of Team Honda Motocross

WITHOUT CORPORATE BACKING, THE TEAM BALANCE SHEET WOULD BE THE SAME COLOR AS THE BIKES

By Brad Zimmerman

during a successful season. Sources say these bonuses for team members include \$1500 for a Supercross or National win, \$1000 for second and \$750 for third, all on top of the prize money, contingencies and outside contracts for endorsements. Honda also puts out its own rumored \$15,000 bounty for a National Championship title.

"And add to that our expense," explains Terry, "of approximately \$110,000 to get the riders around to all the races for one year." The seven riders, along with Mulligan, travel an estimated 200,000 miles a year, and go through five bikes in a year, consuming three race machines and two practice bikes each, all of which American Honda buys from Honda Motor Co. None of it is free. When you have seven riders going through five bikes each, you fork up the bucks for 35 motorcycles, some costing as much as \$10,000 per unit.

Along with keeping tabs on all expenses, Mulligan still has to run a team of riders, the majority of whom are under 25 years of age, and are liable to blow-off steam in a variety of ways. A lot of his job is psychological. "The key to being a good Team Manager in my estimation is to have a good outlook, confidence and a re-

laxed manner. When I first started this job in 1976 it was a fingernail-biting, nerve-wracking experience. I had to learn to push that pressure away, get on with the job and try not to get too emotionally involved. A confident relaxed manner will rub off on the mechanics on race day. If I can get the mechanics feeling this way, then it's bound to effect the riders in a positive nature.

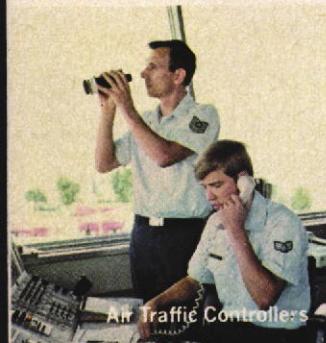
"Rider and mechanic combos are very important to a race team. For instance Arnie Beaman works well with Jim Pomeroy for a variety of reasons. They've known and traveled with each other as a team for years. They're good friends, and Arnie can pump Jim up. They work well together. Merle Anderson is excellent with Marty Tripes—very near a perfect combination. George works well with Jim Ellis, his son, and so forth.

"My job as outlined to me by Honda is very simple: Make sure the team wins. If it means doing a little extra for a rider, or getting down on a rider, that's what I have to do. I'm the morale person at times. It's extremely important for a team as a whole to have a good attitude, a positive outlook, and be enthused about what they're doing. I feel that we have that with Team Honda. M

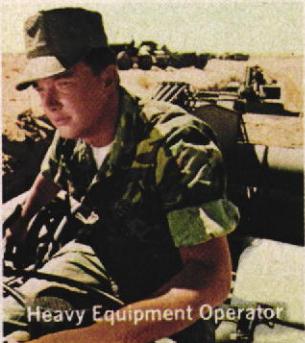


Other than a missing Marty Tripes, who signed late, here's the family photo of Team Honda Motocross for 1978. Manager Terry Mulligan is second from right in the back row. Riders comprise the front two rows, while mechanics fill-in the back. How much do you figure the dinner tab would be?

Everybody knows you can't get a good job without experience.



Air Traffic Controllers



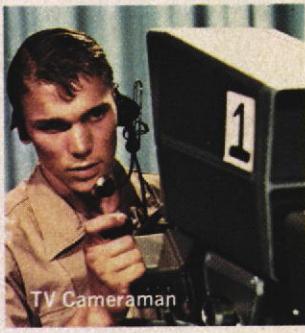
Heavy Equipment Operator



Chef



Electronics Technicians



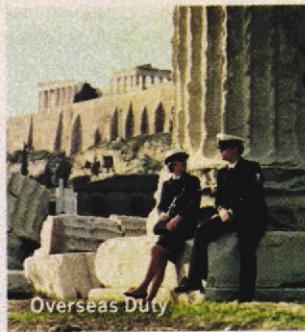
TV Cameraman



Crew Chief



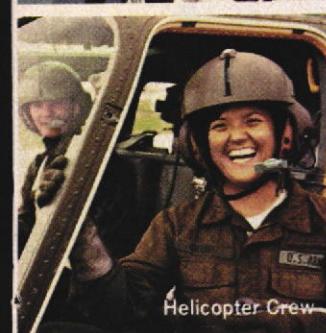
Police Officer



Overseas Duty



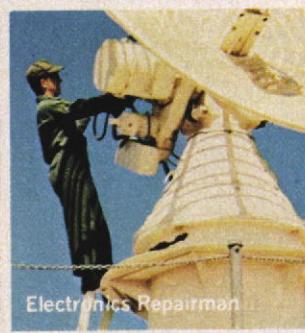
Radar Operator



Helicopter Crew



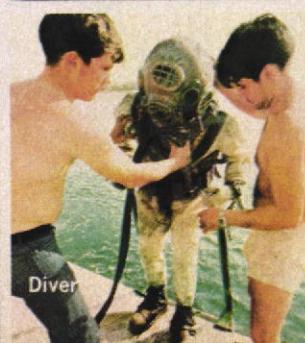
Welder



Electronics Repairman



Aircraft Mechanics



Diver



Time For Sports

Wrong.

How can you get experience if you don't get a chance? It's a problem you face when you're looking for a good job.

Today's Army, Navy, Air Force and Marines offer training for thousands of good jobs. And you may qualify for one. No experience necessary! (That's what we'll give you.)

But just because you don't need experience doesn't mean you don't need anything on the ball.

Just the opposite. In today's service, the competition is keener. The job-training better. And it asks a lot of you. That's the way your country wants it.

But get through, and you'll have a skill you can work with. And grow with. A skill you can turn into a successful and interesting future. In or out of the service.

But skill and experience aren't the only things you'll get.

You'll meet people from all walks of life. You'll travel. You'll earn a good paycheck. You'll get 30 days paid vacation. And a chance to continue your education.

For more information, fill out the postcard and mail it in. And get on your way to getting experience.

Right!

Army
Navy
Air Force
Marines

DO IT FOR YOURSELF.
DO IT FOR YOUR COUNTRY.



Waite
78

THE 1000th MILE

Long-Distance Touring: How To Help Cope With 20 Hours In The Saddle

By Paul Wilcox

I'm convinced that long-range motorcycle touring can bring out the strange side of a man... at least that's true with me. Those long hauls on two wheels can take their toll. The endless stream of asphalt up ahead, the tedious hours in the saddle. And the solitude of the open road. It's the ideal setting for the mind to soar off on tangents... in God-only-knows what directions.

Now, I'm aware of the fact that most touring riders are in it for pure recreation. To them, a tour often consists of the usual sightseeing routine, without any restrictive scheduling. Covering lots of miles isn't the vital thing. Excursions in groups along back roads are the ticket.

As for myself, touring has quite another meaning. I'm a loner and don't care for touring in multiples. As far as covering miles goes, I'm obsessed. Obsessed to cover as much territory per day as I can. I'm a sucker for finding out just what lies beyond "the next horizon," as if probing for Happy Valley, or the Promised Land. My real attraction to motorcycle touring, though, is the misery. Or, I should say, the satisfaction of overcoming misery. There's plenty of misery to overcome, too. The pain in the rear after 20 hours in the saddle. The numbness of half-frozen fingers. The effects of highway hypnosis after weeks on the road. The more misery the trip can dish out, the more satisfied I am to conquer it.

Some say that I take it all too seriously. I push myself far beyond my limits... just to rack up miles. Once I blasted from my home base in Los Angeles to New York in three days just to see if I could do it. 1000 miles a day... 16 hours in the saddle between breakfast and dinner. Lots of fun, plenty of suffering that time. Freezing through Colorado. Wind-blasted across Kansas. Lulled halfway to sleep through Illinois. Upon arrival at the East Coast, I was a zombie. A satisfied zombie.

Another time I set out to conquer 10,000 miles of American highways in

three weeks. Sure, that's "only" 500 miles per day—but 21 days nonstop?? The trip was filled with obstacles to overcome. Accessories failed or outright fell off the bike from time to time. Two minor accidents crept up on me from nowhere. The rain was unmerciful. The long hours were hell on my nerves. And I loved every minute of it.

During all of my high-mileage trips, boredom is the greatest suffering of all. As the miles mount up, the Interstate provides less and less to keep the mind busy. Combating that boredom is something of an art in itself. The first hundred miles of a long journey aren't too bad. It's after four or five hundred miles that the mind tends to wander. With nothing of interest to look at, miles go more slowly. In short order, the mind starts a self-defense program against ennui. In Stage One, songs filter into the mind to pass the time and miles. The Eagles provide me with lyrics like, "...the highway is my legacy, on the highway I shall roam..." or "...put me on a highway—show me a sign—and take it to the limit, one more time..."

I'm often drawn away into thoughts that revolve around "The Highway." As I drift along the fast lane I see myself as the Semi-Nomadic Wandering Soul... always pushing on, shunning the security of roots.

Letting the mind wander from the duties of riding helps make miles, state borders and time zones fly past. Just how safe this is is hard to say. Personally, I've had no real mishaps, save for a few isolated close calls. I've assured myself, somehow, that I'm able to get up to highway speed, switch over to "autopilot," then proceed without any concise thought given to operating the bike. In this detached mode, I can withdraw to other thought patterns. Should anything appear on the road, I'm able to revert back to "manual" and take proper action. This could mean having to negotiate a lane change for a slow moving truck or a throttle chop when Smokey appears in the rear-

view. Once it's clear sailing again, I flip back to "auto" and turn my thoughts to other things.

There are numerous mind games used for making the miles pass. Since I fancy myself the Wandering Bohemian of the Interstate, one common pastime is "The Pit Stop Identity Game." It's based on the fact that gas station attendants, waitresses and innkeepers have no idea who I am or where I'm from. When riding new test bikes without plates, the mystery is further enhanced. All I need to play the game is a fictional personal history. My name, nationality, occupation and destination are limited only by my imagination. Just how much these roadside pawns will believe can be amazing. "Where am I coming from? Well, my starting point was up in Valdez, Alaska. Right now I'm headed down to South America to finish up some geological surveys. You really should see the place some time..." True, probably half of these fabrications are never used, but at least the process of dreaming them up helps keep my traveling time occupied. I'm still waiting for some pump jockey in the boonies to ask, "How was that trip down to South America? Is it true what they say about those Latin girls?"

Due to my obsession with covering so many miles, I often find myself riding in darkness. Cutting through the night at less-than-lawful speeds, the going gets monotonous. Without scenery to keep me company, the boredom factor is multiplied. All that exists is a splotch of light in the road and the muted glow from the instruments. That's where the "autopilot" and my imagination come into play. I let the miles slip past by directing my thoughts inward. Often I've worked on a mental drawing board, designing The Ultimate Touring Bike or The Ultimate Sport Machine. I even find myself redesigning the bike that's under me, picturing how the tank would look with two extra gallons of fuel capacity or how the windscreen would work with a slight change in

continued on page 70

History Of Honda

By C.D. Bohon

Nobody Ever Said You Meet The Nicest People On A Francis-Barnett

That's a cute Honda, sonny," the matron in the parking lot says and the Norton Commando owner goes pale. The jingle genie has struck again. Climbing aboard his beloved mount he informs her icily of her error and blasts off. Halfway down the street he turns round in the saddle and shouts, "And I'm not nice, either!"

Oh, for the bad old days before motorcycles became civilized, respectable . . . Hondas.

Of course it's sort of a fluke it's turned out the way it has. Soichiro Honda was just a guy with some mechanical background—he'd had a company making piston rings before the war—and jumped on the motor-bicycle bandwagon along with scores of others during the confusion of post-surrender Japan.

World War II left Japan in ruins: cities burned out, railway lines torn apart, harbors filled with sunken ships. The need for transportation, any kind of transportation, was desperate. But decades spent meeting military needs meant there was little civilian industry to revive. Everything would have to be done from scratch.

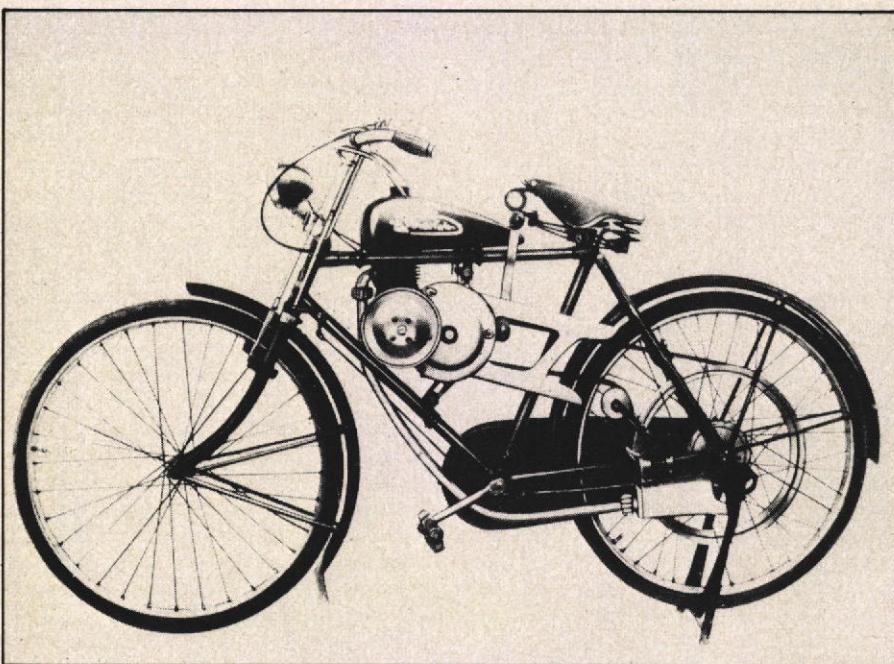
Honda scrounged surplus army auxiliary motors, Tohatsu and Mikuni two-stroke units, and attached them to bicycles so the rear wheel was driven by a pulley. The earliest efforts used surplus army hot water bottles as fuel tanks. Honda says he hit on the idea of hooking up a motor to a bicycle because he didn't want to ride on the sardine-can commuter trains and gasoline rationing prevented him from using his car. He figured a lot of other people were in the same fix. It wasn't a particularly original idea. Almost literally everybody was doing the same thing. Only the fact that Soichiro called his back-alley outfit the Honda Technical Research Laboratory gave a hint he might have bigger things in mind.

When the supply of army motors ran out Honda designed a copy of the old prewar two-strokes and founded a company to build it, the Honda Motor Company, Ltd. This was 1948, just thirty years ago. The company was capitalized at \$3300. The "plant" was a wooden shack about 12 by 18 feet. It contained one belt-driven lathe, a second-hand machine tool, a couple of workbenches

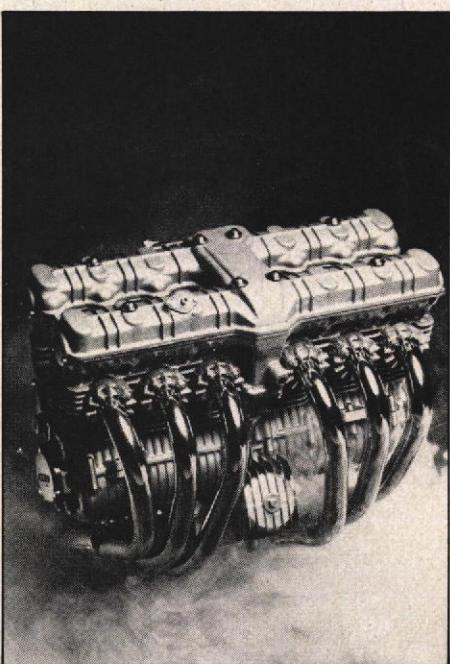
and some used blacksmithing tools Honda had gotten from his father. Including relatives, the company employed 13 people.

The first "real" Honda, the A, was still somebody else's bicycle, but used Honda's motor, which developed 1.0 horsepower at 5000 rpm. Because gasoline was rationed and not available to the ordinary citizen in those immediate postwar days—except through the black market—the company developed an elixir laced with turpentine to fuel the machine. After 10 or 15 minutes of hard pedaling the motor might fire and you could sputter off to your destination trailing great clouds of acrid smoke. It was better than walking, as long as the wind was in your favor. Shortly the B came along, a three-wheeler with a channel frame and rear cargo bin. The motor was an 89cc two-stroke producing 1.2 horsepower at 4500 rpm. Then came the C, Honda's first motorcycle. It still had pedals and a belt drive, but the front fork was sprung, a girder type, and the deflector head two-stroke motor pumped out three horsepower.

Things hadn't changed much by 1950 when Honda unleashed the D, another two-stroke. This gee-whiz motorcycle sported a channel frame, telescopic front forks, chain drive, and a two-speed transmission. Start-



After the war Mr. Honda bought 500 Army surplus Tohatsu generator motors and hooked them up to bicycles. When these ran out he designed the motor seen above in the "Honda A." Since it barely propelled a person faster than he could walk, the "A" is significant only because it put Honda in the motorbike business for keeps. That was 1948, just 30 years ago. Today's CBX produces more than 100 times the horsepower of the "A."



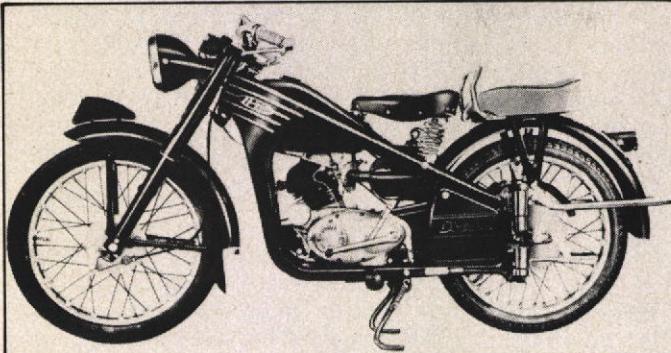
Honda started the multi-cylinder revolution in 1969 with the CB750 four and now takes it to unheard-of limits with the CBX 1000. What will be next from the Tokyo giant?

ing was kick, there were no pedals and the 100cc rear-exhaust port motor could rocket the bike up to a speed of 30 miles an hour. Honda was building 15 to 20 machines a month in these days and selling them through about 200 dealers in the local Hamamatsu area, the current headquarters of Yamaha and Suzuki. The company was just managing to

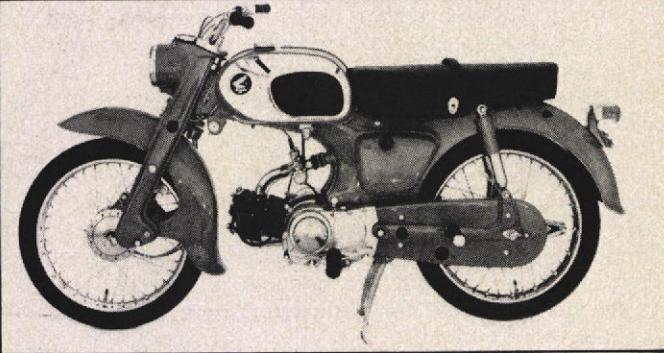
stay afloat financially, and even the slightest stirring of an economic ill-wind would have sent it into oblivion along with dozens of its competing contemporaries.

But now Honda embarked on a revolution, not of technology, but of business and salesmanship. Without it later engineering feats would not have been possible. Outsiders with

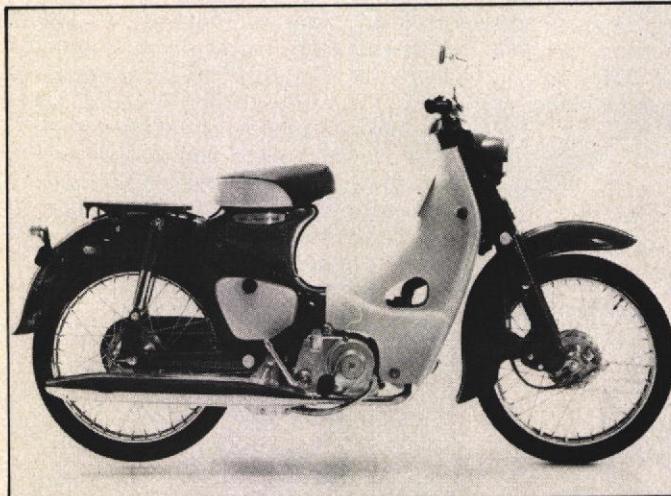
sound financial knowledge were brought in to manage the company's sales, a new factory was built in Tokyo, where there were more potential customers than there could be in the countryside around Hamamatsu, and permission was wrangled from the government to build 300 motorcycles a month. If they could actually find that many customers.



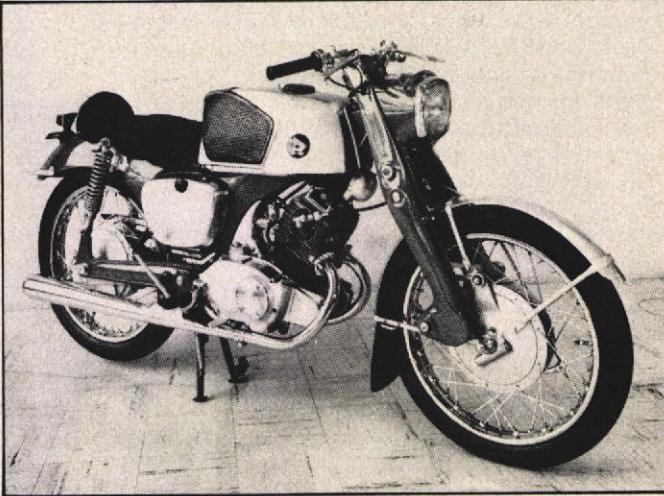
Honda's first four-stroke was the Dream E, which came in 150cc and 220cc models during the early 1950s. Though a decent motorcycle by Japanese standards, it was 20 years behind European developments and was phased out in 1955. The "E" was quite unreliable.



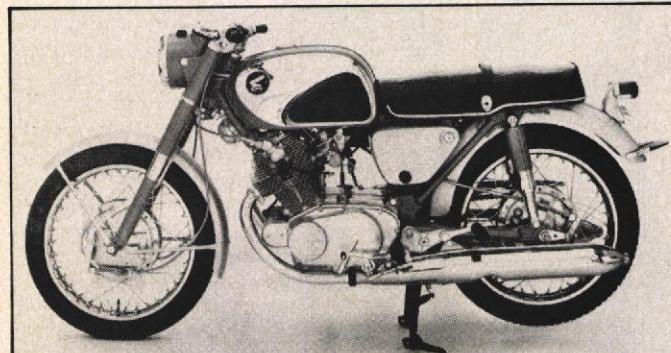
In the early 1960s durable lightweights such as this 90cc C-200 were what gave Honda a commanding share of the U.S. market. The typical design has an OHC motor and pressed-steel monocoque body that was simple to mass-produce. So were the leading-link front forks.



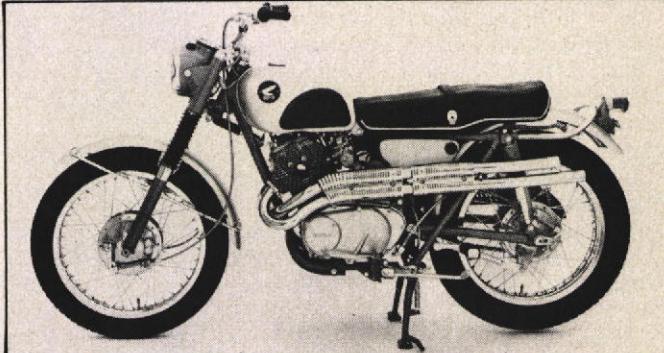
Here is the Model T of the developing world. The ten million Super Cubs produced by Honda since 1958, with more being made every day, have created a revolution in transportation and lifestyles around the world more profound than any brought about by guns and ideologies.



This 1958 CB92 was a revelation to the motorcycling world—an OHC 125 twin-cylinder wonder that could rev to the dizzy peak of 11,000 rpm in putting-out 15 horsepower. Quarter-mile time: 17 seconds. Brake swept area surpassed a 1000cc Vincent Shadow.



Though styling was plagued by the "Unsightly Honda Hump," the 1963 Super Hawk 305 surprised Americans by being as fast as a Triumph Daytona 500 and as reliable as a BMW. It was Honda's first real motorcycle, but it still took the CB750 four to win over the true purists.



Honda's first attempt at a dirt bike, the 1964 CL72 250cc "Scrambler" was little more than a streetster fitted with high pipes and a bash plate. It was heavy, clumsy and more at home on the freeway than in the boondocks, but thousands discovered the dirt because of it.

"The Smell Of Oil Enchanted Me"

By C. D. Bohon

This year Soichiro Honda was honored by Babson College in Wellesley, Massachusetts for outstanding entrepreneurship, along with such leaders of industry as the presidents of Digital Equipment, Textron and Motown Industries. Mr. Honda was the only foreigner to receive the Babson award, illustrating just how "American" Honda Motors has become over the last two decades since the Japanese company established itself in the USA.

But more, the award reminds us that Honda is more than a name of a company and a motorcycle. It is the name of a man, too, a man who likes machines—motorcycles in particular—and just can't help it. Although he's been retired for several years now, he remains active on his company's board of directors and turns up frequently at Honda factories, dressed casually, ready to get smeared with bearing grease, just to see what's going on and maybe drop a bit of advice and an encouraging word to one of the men or women on the line.

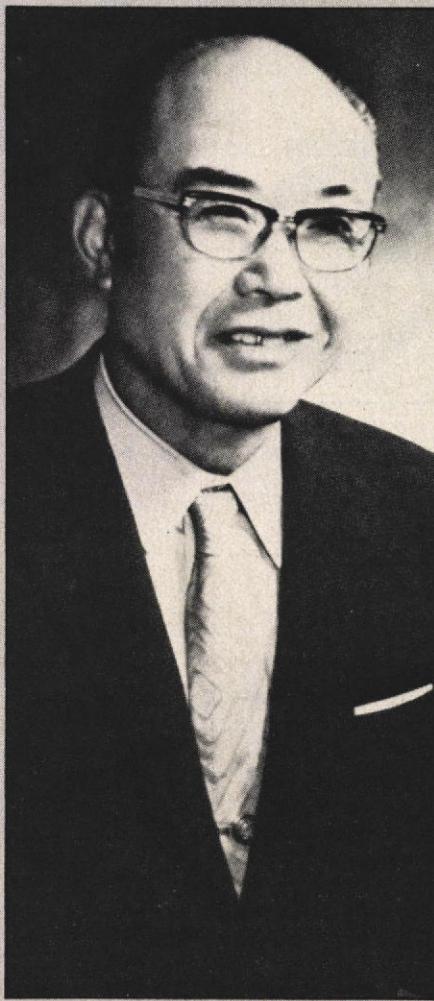
It's always been that way. Back in 1962 Ireland's ace GP rider Tommy Robb joined the Honda factory team and came to Japan to race in that country's first Grand Prix. He met Honda-san but nearly overlooked him. "When I first met him at Suzuka Circuit, I almost mistook him for a mechanic," Robb says. There he was in white coveralls and baseball cap, squatting down by the opened-up bikes, grease under his fingernails. Mr. Honda mingled with his employees." This was very different from the way the president of an English company operated, recalls Robb. "I was surprised, and appreciated him for it."

On another occasion, about to receive an award from the Emperor, a suit of formal clothes had to be borrowed for Mr. Honda, who didn't go in for fancy dress and grumbled that the coveralls of a workman made as dignified a suit of clothes as any that could be tailored on Seville Row.

Soichiro Honda was born in 1906, the son of a blacksmith in a rural hamlet far from the budding industrial centers of Japan. He never saw a motor vehicle until he was in the

second grade, when a lone automobile clattered and smoked through his little village, leaving a spoor of black oil in the dusty main street. The scent of the exhaust, the oil and gasoline and metal smell of the car captivated the young boy. He raced after the machine, chasing it through the village. When the car finally outdistanced him he went back to one of the puddles of oil the car had left. "I literally put my nose to the ground and breathed in deeply. From that date the smell of oil has always enchanted me," Soichiro remembers.

Honda was pretty much a wash-out at school. "That stuff was just too tedious." He liked metal things that rotated and reciprocated, were bathed in oil and burned gasoline. Anything else was a drag. He got



SOICHIRO HONDA

work as a garage mechanic, later opened his own shop, finally established a company to make piston rings. It was a failure. He didn't know how to make piston rings. He didn't understand design theory or metallurgy. It wasn't enough to be enthusiastic about machines; you had to understand them. When Honda was reduced to pawning his wife's clothing to keep creditors at bay he finally realized this. At the age of 31 Honda went back to high school, audited technical courses and learned that school serves a purpose after all.

By the time the Pacific War ended Honda was a competent piston ring manufacturer, supplying rings for Imperial Navy ships, warplanes and trucks. After the war, besides founding a motorcycle company, he personally patented more than 100 inventions: Soichiro Honda probably knows more about internal combustion engines than any single man ever has.

In his younger days Honda was an avid racer of motorcycles and cars—building his own machines as likely as not. But his competition career ended abruptly when he flipped a supercharged Ford four end-over-end three times while racing toward a speed record and was severely injured. Decades later, when his bikes challenged the European Grand Prix elite in the Sixties, although Honda's personal racing days were long over, he could feel what it was like to hold that throttle open a fraction of a second longer than you knew you should, to depend on your brakes to squeal you down fast enough before that corner. He knew what kind of men could do that and hired them, then gave them the best motorcycles his engineers could design.

Soichiro Honda has mellowed somewhat from his earlier single-minded devotion to mechanical contraptions. Like all successful Japanese businessmen he plays golf. But in addition he plays the *shakuhachi*—the classical Japanese wooden flute—paints in oils, and is a particularly good stylist in the traditional Japanese *sumi-e* brush-and-ink painting school. In fact, several of his graceful works adorn the walls of American Honda headquarters in Gardena, California.

But Soichiro Honda still likes bikes. And cars. And anything that goes up and down and round and round and smells of oil and burns gasoline. He always will. We can all be glad of that.

Honda History

To make sure there were customers the company established a nation-wide service and sales network of 5000 dealers. No other Japanese manufacturer—of anything—had ever tried such a scheme. Honda's daring sent shockwaves rippling through Japanese business. And paid off. People needed motor transportation. Honda shops were everywhere. Orders trickled in. One or two from Kyushu, a couple from Shikoku, half a dozen from Yamaguchi and Chubu, two dozen from Osaka while Honda was quickly building not hundreds, but thousands, then tens of thousands of motorbikes. Because of this volume and the reduced cost it enabled Honda to sell at, and because a customer could be sure of getting his machine serviced wherever he went, more and more people bought Hondas rather than a local product, an Abe or a Mishima, a Ritsurin or a Toyo, and these compa-

nies began to fall by the wayside regardless of whether they had a superior product.

In 1951 Honda had, in an effort to build a more powerful and reliable mount, abandoned the two-stroke when it introduced the E, the first four-cycle Honda. The engine of this machine, which quickly grew from 150 to 220cc, was an I-type squish head two-port OHV single developing eight horsepower at 4700 rpm. The transmission held three-speeds. Top speed for the 313 pound, channel-frame machine was a claimed 55 mph. Honda and company were jubilant when the prototype E managed to make it through Hakone Pass near Mt. Fuji, which climb the huge Harley-like Rikuo side-valvers could take in top gear. The E was probably Honda's first decent motorcycle. But it was, even by Japanese standards of the day, a dog. It was considered to be the worst handling motorcycle on the market. Riders claimed it oversteered horribly. "You had to beat it with a stick to get it to go around a corner," one veteran rider recalls. Changing gears could apparently dislocate one's hip. Riders adopted what they called the "doggy leglift" style to shift the long-throw, non-positive-stop gear box. The motor was described as "not ingenious"

by road testers, and one wondered if Honda hadn't invented a machine which was fueled by oil and lubricated by gasoline, such were the consumption ratios.

One of the chief reasons the E was such a wretched motorcycle was the worn out, obsolete tooling used to manufacture it. With the new factory and increasing sales, the company was worth about \$165,000 now. Honda could afford a bit of new equipment. So Soichiro set off for the USA and Europe to see what might be worth buying. He was flabbergasted by the overwhelming wealth of engineering know-how and manufacturing techniques he saw. In Germany and Italy motorcycle making was big business and the machines being produced, Horex, Adler, NSU, Victoria in Germany, Guzzi, Ducati, Bennelli, Morini in Italy, made him ashamed of the pitiful motorbikes his company was producing.

He ended up buying a million dollars worth of the best machine tools he could buy, including U.S. Landis and German Shaudt borers, grinders and gear shapers. His company didn't have the money to pay for the equipment, but Honda figured increased sales would take care of the bills. What Honda didn't realize was

continued on page 48

HELPS QUENCH YOUR THIRST WHILE YOU PLAY



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MVP—the real sports gum. It's different and it really works.

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FIRST INTO THE FUTURE.

1978 Honda CB-750F: When you hang it out, it hangs in.

To get from point A to point B as quickly and comfortably as possible, you need a precise blend of engine, chassis, suspension and brakes. You need a balanced machine that hangs in on curves and straights alike...the 1978 Honda CB-750F.

Honda's advanced racing technology goes to work throughout the new 750F. The high-performance 736cc, OHC, four-cylinder engine is a real road burner. (The rich, racy black engine color is an immediate giveaway.) Four synchronized carburetors and a dazzling four-into-one exhaust system top off the potent power plant. A quick-shifting five-speed transmission takes you effortlessly through the gears.

The CB-750F's tough steel frame works hand-in-hand with the new low-friction front forks and special two-stage damping rear shocks to make a mockery of tricky, demanding corners.

Sparkling, functional Honda ComStar™ wheels help the 750F hold that steady line. There's a pair of powerful disc brakes up front and a single disc in back.

For the long hauls, the 750F really settles down to business. Touring requisites include special two-stage seat padding, lockable water-resistant storage compartment behind the seat, full instrumentation and more.

With its advanced features and enviable heritage, the 1978 Honda CB-750F is a machine of the future. For the rider who wants it right now. See your Honda dealer today.

Always wear a helmet and eye protection. Check local laws before riding. Model availability may be limited. For free brochure, write: American Honda Motor Co., Inc., Dept. M98F, Box 50, Gardena, California 90247. See Yellow Pages for nearest dealer. © 1978 American Honda Motor Co., Inc.

HONDA
GOING STRONG!

USGP CARLSBAD

This Time Mikkola Hit The Nerve



Top—Jaak Van Velthoven (KTM) leads Gaylon Mosier (Kaw.). Above—Roger DeCoster crashed twice and called it quits. Top Right—Lackey (2) got this close to Mikkola several times but couldn't spoil the Flying Finn's perfect ride. Right—Gary Semics placed fifth overall on his 370 Can-Am.

After winning the most important motocross race in America for four years straight, the Dutch Dentist with the heavy glasses got beat. Gerrit Wolsink's shocks went away and he was never a threat all afternoon. His reign was ended by no less than World Champion Heikki Mikkola, who swelled his 1978 point lead even further at Carlsbad over a luckless Brad Lackey, America's top man on the GP circuit.

Lackey was the favorite at Carlsbad's dizzy plunge through the natural wrinkles of California's rough-hewn hills. This was because he had the home-court advantage and because he ripped-off the only qualifying time in the 18s. His 2:18.4 was ahead of Mikkola's time by six tenths and everybody else's by over 2 seconds. Belgian Andre Malherbe was third fastest on a KTM at 2:20.50. Lackey was only 19 points behind World Champ Mikkola, 147 to 128, going into this the seventh round of the 12-nation 500 GP series. He had the possibility of picking-up 30 points by winning both 15-point motos and he desperately needed the psychological edge of home-court and fast qualifying-time because Mikkola had dominated him in the win column, eight motos to two. But Lackey had placed second in six motos, so any slight advantage might help to boost his performance that last, and most difficult, notch.

He had also done well at Carlsbad during the Wolsink years by placing second in 1976 and third in 1977. By virtue of qualifying fastest he'd have his pick of grid positions, a definite advantage at Carlsbad where the inside line is quickest and the start is all important because the track's narrowness and single-berm character prevent easy passing. His day had seemingly come after spending seven seasons in Europe trying to be the first American GP Champion and finishing 13, 10, 7, 5 and 4 in the final standings on CZ, Kawasaki, Husqvarna and Honda. Brad was also after the \$7500 winner's share of a \$55,000 purse.

Europeans have dominated the seven USGPs, winning every moto except the one Jim Pomeroy took last year. Besides

Wolsink and Mikkola, the imported riders included Roger DeCoster (Suzuki, Belgium), Jaak Van Velthoven (KTM, Belgium), Graham Noyce (Honda, England), Hakan Andersson (Husky, Sweden), Herbert Schmitz (Maico, West Germany), Andre Vromans (Suzuki, Belgium) and Andre Malherbe (KTM, Belgium). DeCoster was a sentimental favorite because of his comeback after a terrific practice crash in February which forced the removal of his spleen. One should never count-out the five-time World Champion, but Carlsbad regulars wouldn't bet money on him because he's never done well there. The same would be true again this year.

Lackey grabbed the holeshot, leaving Mikkola tangled in mid-pack traffic, but quickly lost his chain and didn't get it re-strung until the entire field whisked by. The works Hondas use a giant chain guide made of aluminum plates mounted so it hangs as low as the rear sprocket. Lackey scraped it on a berm in his first-lap charge and it bent, throwing-off the chain. He immediately began circulating one-second faster per lap than the leader, Rex Staten, and had worked-up to 13th place by lap six when the chain fell-off again. Lackey retired to save his strength for moto two.

When Staten seized Herbert Schmitz inherited the lead on his Maico and built-up an insurmountable 14-second advantage over Rick Burgett and Roger DeCoster. The Man zapped Burgett on the 11th of 20 laps, and Danny LaPorte and Mikkola did the same two laps later. For the next 15 minutes LaPorte rode brilliantly to hold-off Mikkola. If he made Heikki finish fourth it would both help Lackey in GP points and put Schmitz and DeCoster in a stronger position for an overall win at Carlsbad. The likeable California youngster started the final lap with a 40-foot lead on the champ. "It happened at the top of the uphill," LaPorte said later. "The countershaft sprocket was breaking. The bike would go buzzzzzz and then catch and I'd go a little ways and then it would slip again." When the whole center of the sprocket broke away about 200 feet from the finish,

LaPorte madly pushed his Suzuki across the line, but not before Mikkola, Burgett and Mike Bell passed him. First moto results: Schmitz, DeCoster, Mikkola, Bell and Burgett.

In moto two the whole show was Lackey and Mikkola. The pair got a dead-heat start and battled for 45 minutes in front of 33,000 frenzied fans, often turning lap times of 2:17, a full second quicker than the fastest qualifying time. Mikkola eased ahead on the first lap but never led by more than 4 seconds. If either made a mistake Herbert Schmitz was a few seconds back in third, ready to seize the second-place finish that would have given him the overall win. DeCoster had dropped-out in another Carlsbad fizzle.

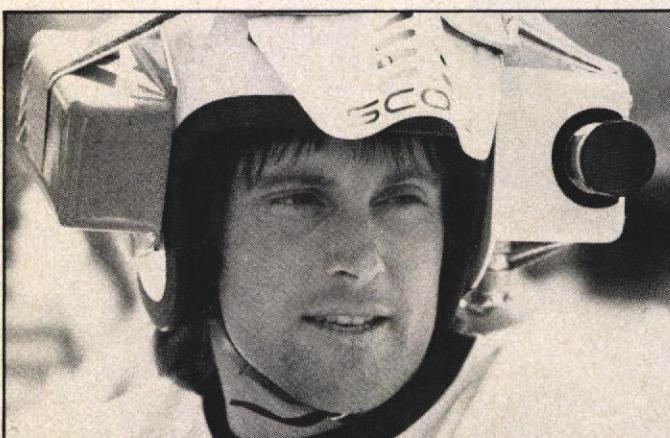
At the half-way point—10 laps and 23 minutes gone—Lackey started to drive on Mikkola. He made-up 2 seconds in two laps. "I could feel him there, just like all season," said the 32-year-old Finn in broken English. "A couple of times I had to shut the door so, he didn't pass." Lacky wanted to sneak-by Heikki at the top of the huge uphill. "My bike has so much horsepower that it spun the wheel right at the hill's crest every time I got close enough to go by. You don't pass Mikkola with throttle control, so I had to gas it. The tire just wouldn't stick. I wore myself out trying to pass him and toward the end he pulled away."

Said Schmitz, who finished third: "When Lackey and Mikkola are ahead and chasing each other, no one can keep up with them. They go way too fast." **M**

Results, Bel-Ray USGP

1. Heikki Mikkola	Yam	3-1
2. Herbert Schmitz	Mai	1-3
3. Mike Bell	Yam	4-5
4. Rick Burgett	Yam	5-9
5. Gary Semics	C-A	10-8
6. Tommy Croft	Hon	9-10
7. Frank Stacy	KTM	12-11
8. Hakan Andersson	Hus.	13-13
9. Brad Lackey	Hon	dnf-2
10. Roger DeCoster	Suz	2-dnf

Point leaders: Mikkola 172, Lackey 140, DeCoster 101, Schmitz 84, Malherbe 74.



Olympic Decathlon hero Bruce Jenner obliged ABC by turning a few hot laps around Carlsbad with a helmet camera to give TV viewers "from the saddle" coverage.



Mikkola (1) and Lackey (2) lined-up on the far inside side-by-side and grabbed a double holeshot, proving that the tight line is best on Carlsbad's tricky start.

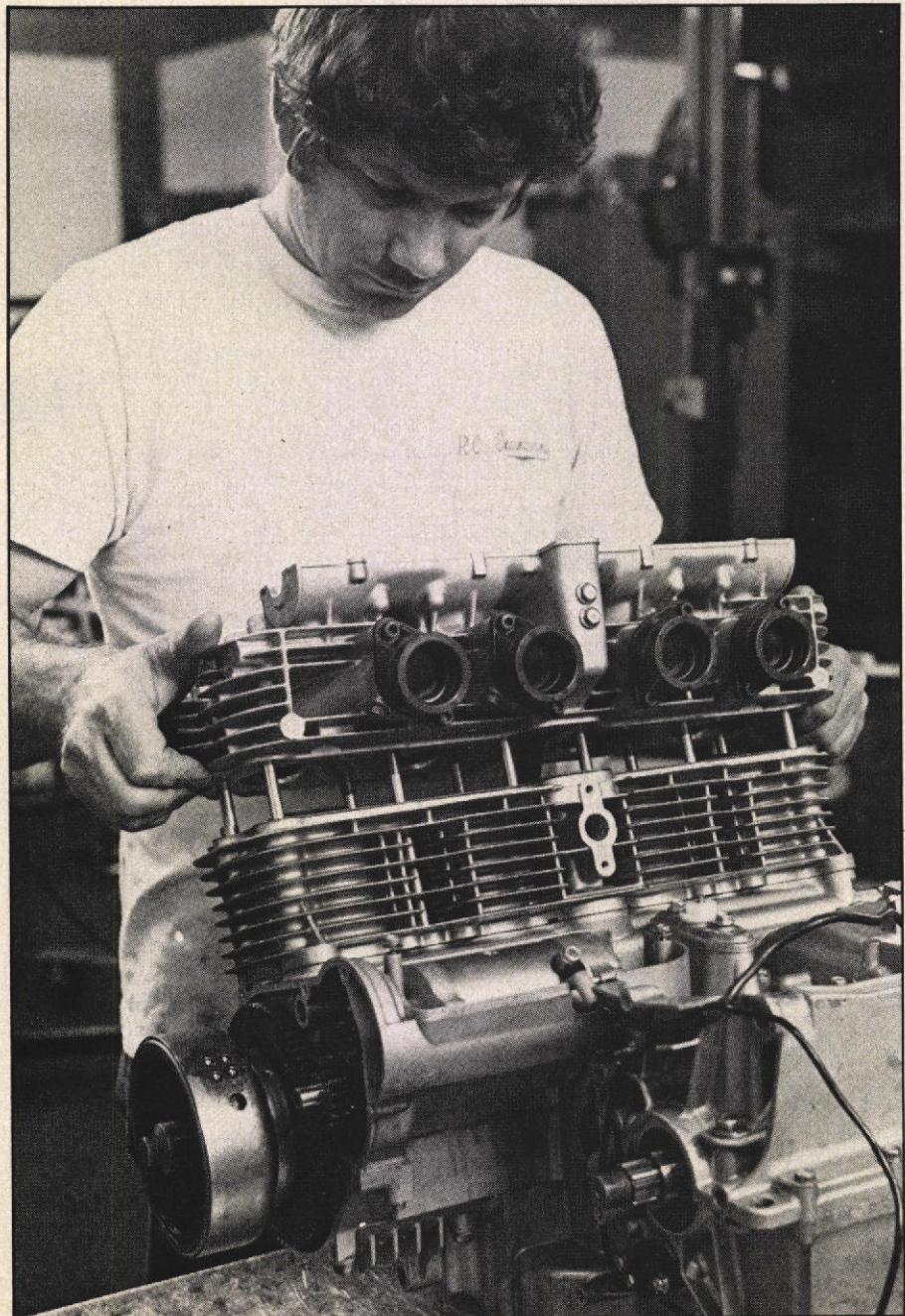
Suzuki GS1000: Red Hot To White Hot

Pity The Fool Who Confronts This Animal

The biggest of Suzuki's offerings in the GS line is a proven and versatile motorcycle which is equally at home cruising down the Interstate or blitzing through canyons and timing lights. Its smooth powerful engine gets most of the credit. But what happens when you go one step further—take a proven runner and go completely crazy with the engine? To find out we went to R.C. Engineering

and had them install their 1085cc engine kit. This engine hop-up is almost identical to the kit used in Terry Vance's world record holding Suzuki GS1000. Except our machine was to be ridden back and forth to work, for pleasure on weekends and occasionally road raced, so we felt that something a notch milder than Vance's mount was in order.

First the engine was split down to



the bare cases. Since the horsepower rating was going to be much higher than stock, the crankshaft which is normally pressed together was welded to insure that nothing would slip, break or snap during harsh acceleration. This modification is cheap (\$32) and is highly recommended to anyone who rides a hopped-up bike, or even to those who find themselves burying the tach needle well into the redline area on their stocker.

Nothing is better than cubic dollars when you're looking for more horsepower, so for \$10 per cylinder we opted for a bore job that enlarged each cylinder 3mm. The GS1000 piston kit which consists of pistons, rings, teflon buttons and a head gasket costs \$194.50 and is the major component for taking the stock GS motor up to a fire-breathing 1085cc in displacement.

Next comes a port job on the head. A porting tool, much like a dentist's drill, doesn't necessarily remove gobs of material from existing head but rather molds, matches, cleans and roughs up the various surfaces which direct the flow of fuel. A well-ported head will accept the gas in an atomized form from the carburetor and then actually rough-up the charge on the way to the combustion chamber until it's transformed into an even finer mist which burns more efficiently and allows the machine to produce more horsepower. The R.C. port job, which also includes a valve job, installing the guides and cam valley relieving costs \$325. While we were at the shop having our engine done, someone walked in with a cylinder from another engine specialist. He (the customer) wanted to know how much R.C. would charge to "fix" the work the other guy had performed. Apparently R.C. has good port men.

R.C. camshafts built to their Kawasaki-type 400 specs cost \$200 a pair, and with the cam cover relieved, can slide right in and be timed with a degree wheel. New valve springs were installed at a cost of \$54.95.

Even though the stock carbs work well on the standard motor, we felt



that a set of the 29mm smooth-bore Mikunis had proven themselves to be the quick secret to feeding a healthy engine precisely. The entire carb bank, ready to slide into place, will set you back \$299.95, and can be hooked directly to the existing airbox. Finally a four-into-one pipe was installed. The headers collect below the motor's right-hand side and turn into a gradual chrome megaphone. Two different silencing inner cones are available, depending on how fast (or loud) you need to go, and what carb jetting you're running. Pipe cost: \$169.95.

If all this sounds tempting, but a bit more than you can handle at the workbench, simply crate-up your motor and send it to R.C. Engineering, along with a check for the parts and an additional \$250 for labor, and they'll do the whole smear. When the box comes back you've got a screaming commuter.

When we first jumped on our machine we were surprised at the results. The old smooth and gradual powerband was still there, but in enormously larger doses as if someone had given the machine a crash course in low-rpm muscle. On sur-

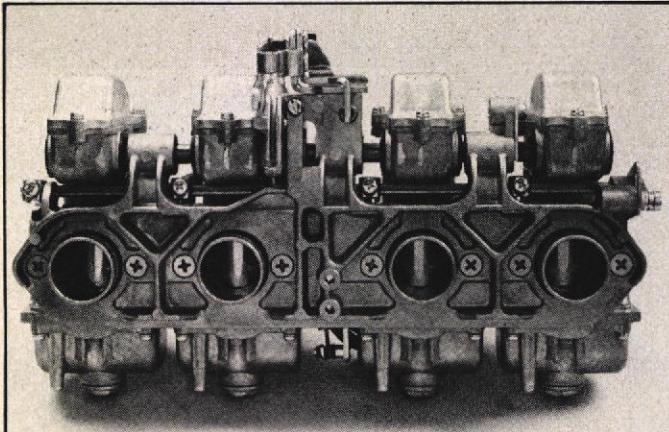
face streets and in stop-and-go traffic the Suzuki will idle (at about 1000 rpm) and pull smoothly with no flat spots or hesitations.

Then comes 5000 rpm. That's when things start happening. The new cams get a little radical, the port work surfaces and those bigger pistons start punching harder. The bike makes the most horsepower at 8500 rpm. At that point in the powerband you have surpassed the norm because hp reads in three digit numbers. At 8500 rpm on Webco's dyno our R.C. Engineering motor pulled an incredible 100.2 horsepower. When you reach this point on the street, you know it. The front wheel, which has been four inches off the ground since you passed 6500 revs, is now about a foot and a half high, still climbing, while the rear wheel is slipping slightly due to excessive horsepower and not enough traction. Your arms are extended almost fully, struggling to hang on. You better know where you're going before turning on the tap.

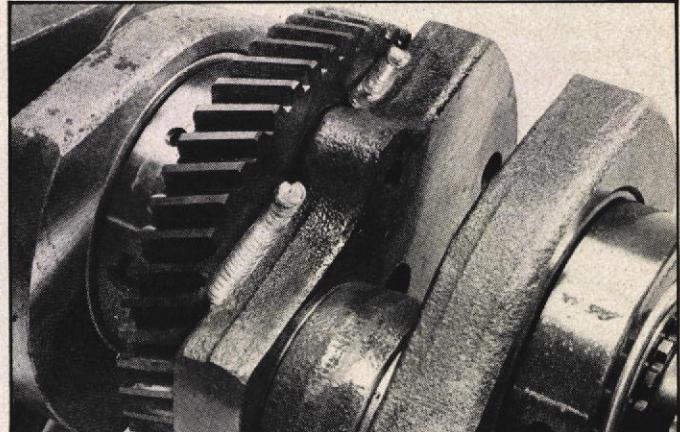
We made a quick trip to the dragstrip and ran the machine just like the average street rider would on a Saturday night. No fiddling with jets,

no wheelie bars, no trickery. Just a little air bleed on the rear tire and roll up to the lights. The bike ran well over what we expected. Taking into account that it was our test rider's first time on a drag strip (similar to the street rider on his first "challenge") the R.C. hop-up immediately cut-off over half-a-second over stock GS readings of 11.75 seconds, set by our former resident "flea" Jody Nicholas, long known for his lightning quick drag strip times. After 20 runs the best combination of e.t. and trap speed was—hold on—10.93 seconds and 127.29 mph! Our quick computations put top speed well over 145 mph.

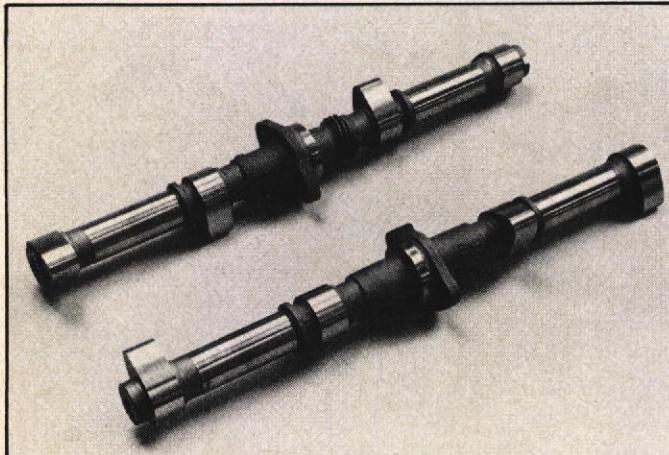
We're the first to admit that the modifications performed are rather expensive. But you don't have to buy everything and you don't have to get it all at once. Grab a pipe first, followed by carbs, cam, pistons and work your way through the parts book. Check out the comparison graphs between this bike in stock trim and its "born again" version. See if the fast is worth the buck. The R.C. Engineering 1085cc kit does just enough for the GS1000 to border it on the insanely criminal. The



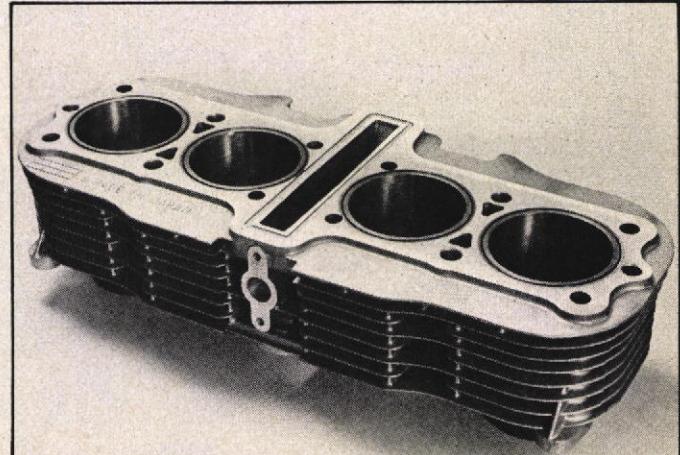
Space-age 29mm smooth-bore Mikuni carburetors do for street machines what quad stereo did for vans. They're stable, good working and quickly add instant ponies.



To eliminate flexing, slippage or explosions, the crank pieces are expertly welded together. Any kit that uses bigger bore or stroke dimensions should have this mod.



At \$200 a set the new R.C. Suzuki cams are well worth the investment. Redline increased to 11,500 rpm. Bike had its most noticeable power improvement from cams.



In order to accept larger pistons each cylinder was bored out 3mm. Now is the time to paint or coat the exterior of your new cylinder—before re-assembly.

Suzuki GS1000 Hop Up

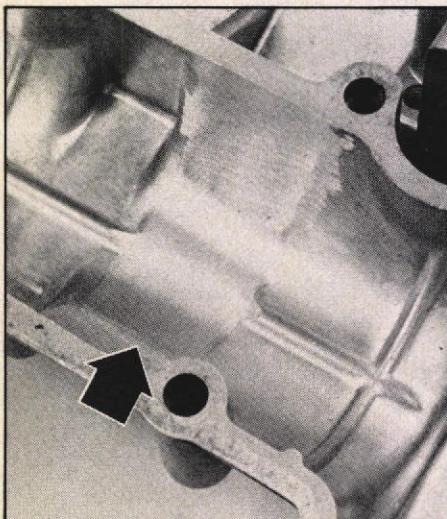
judge would say it's too much fun to be legal. If we can get off the bike long enough we're going to continue the project by giving the GS1000 a whole new look, one of speed, function and authority. Watch for it.

GS1000 PARTS LIST

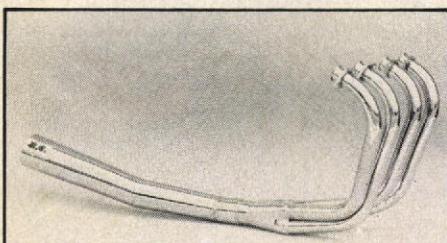
CRANK WELD	\$32.00
BORE JOB	40.00
PORT JOB	325.00
PISTON KIT	194.50
CAMSHAFTS	200.00
29mm CARBS	299.95
VALVE SPRINGS	54.95
4-INTO-1 PIPE	169.95
COMPLETE LABOR	250.00
TOTAL COST	\$1566.35

RESULTS	STOCK	KIT
1/4-Mile e.t.	11.75 sec.	10.93 sec.
1/4-Mile speed	111.43 mph	127.29 mph
HP	75.77	100.2
Torque	52.53	61.80

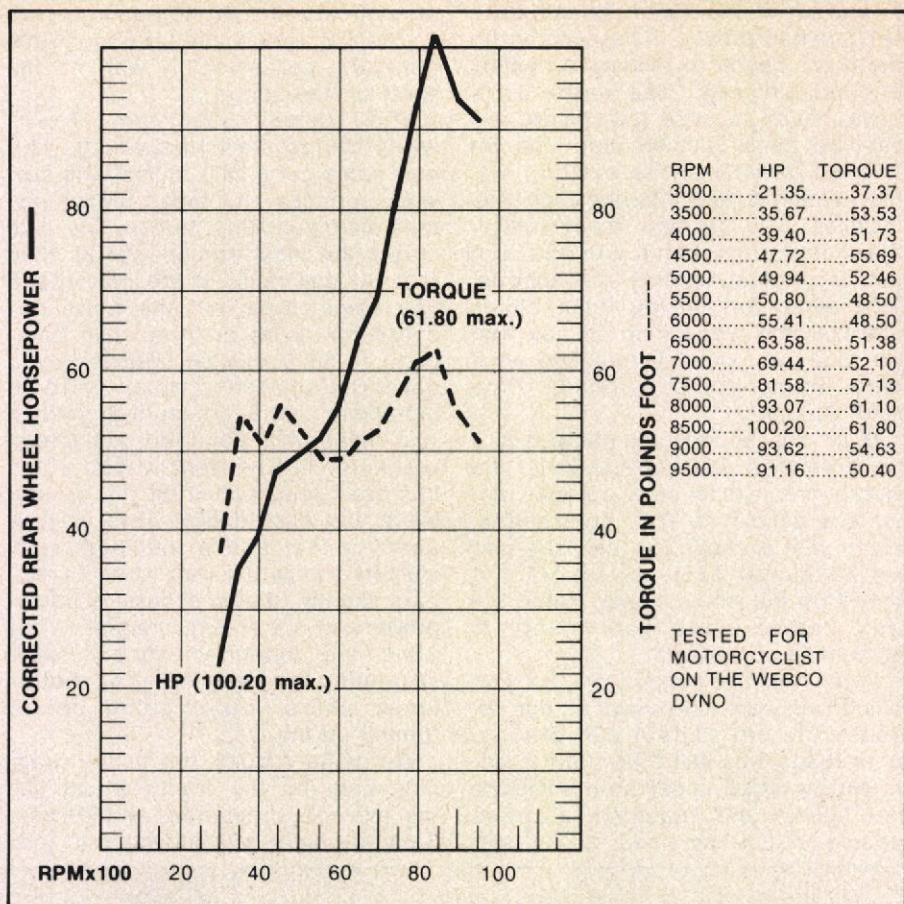
Note: If engine is to be sent for tear-down and re-assembly, be sure to properly package it in a wooden container. We suggest you send it by freight trucking lines and have it heavily insured both ways. R.C. Engineering is located at 16216 So. Main Street, Gardena, CA 90248. The phone number is (213) 327-6858. **M**



Since cams are radically higher, grinding is performed on the cover to get needed internal clearance.



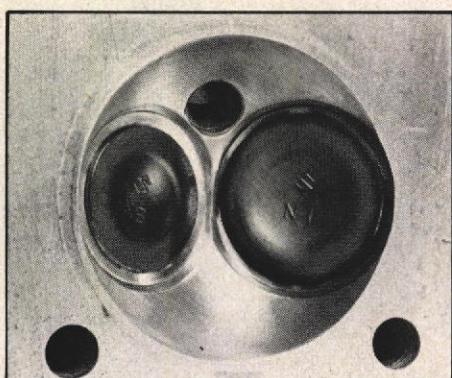
4-into-1 pipe sounds rich and very mellow, but lacks clearance on right side for twisty-fast riding.



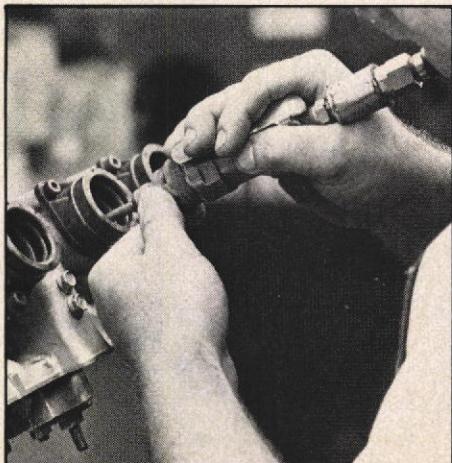
R.C. pistons are larger and raise compression to 10.5:1. Steeper domes and more expensive alloys are utilized.



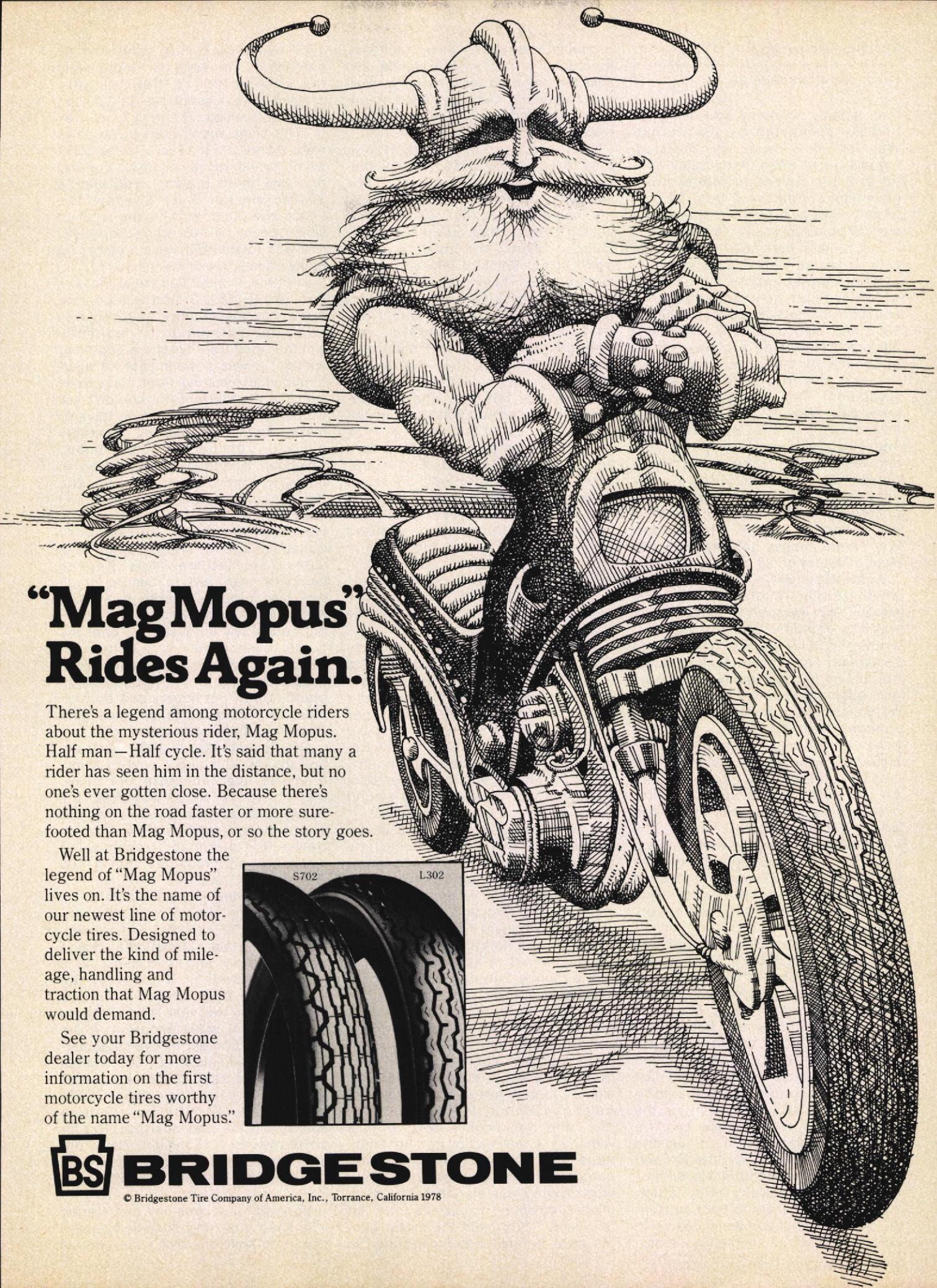
Each cylinder is bored-out slowly and carefully to avoid warpage or uneven cuts up the internal wall.



Clearances are enlarged around the valve openings to improve gas flow. Combustion chamber gets polished.



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See your Bridgestone dealer today for more information on the first motorcycle tires worthy of the name "Mag Mopus."



BRIDGESTONE

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HISTORY OF HONDA

continued from page 39

that Japan's economy was being artificially stimulated by the Korean War—for which Japan was the staging area—and when that conflict ended and the American money from government orders and from GI paychecks stopped flowing, there was sure to be a recession. There was.

Before that happened Honda was able to market the F Cub motor, a one-horsepower clip-on for bicycles, which became immediately popular and boosted total sales to 14,000 in 1952 and 30,000 in 1953. More significant for the long run was the introduction of the J, or Benri (Convenient), the fruit of the European revelation. This was Honda's first up-to-date bike. It was an acknowledged copy of the NSU Rennfox. The 90cc OHV motor was tractable and reliable, the telescopic fork and unitized swingarm provided a comfortable ride. Just as production got under way for this machine, however, the economic ax fell. The Korean War ended, money became tight and Honda Motors could not pay its bills.

A desperate six months followed in which Honda fought off a forced merger with Mitsubishi, whose bank was the company's major creditor, employees gave up pay and worked sometimes around the clock to boost production and get money coming in, and executives personally went out on the streets to collect bills. Honda emerged from the crisis a stronger, better organized company, determined to make the investment in first class manufacturing capability pay off. In 1955 Honda built its first overhead-cam motorcycle, the Dream SA. The 11-horsepower motor and four-speed transmission were significant, but of greater importance was the fact the new SA was an industrial design, its pressed sheet steel "Diamond" frame meant to be cheaply mass-produced.

Two years later Honda introduced its first twin, the 250cc C70. This was also an industrial design with pressed steel backbone frame, boxed and stiffened rear swing arm, and blade-type front fork with bottom link suspension, all of which could be easily quantity built. Crankcases and carb covers were made of die-cast aluminum, economical in the long run because less machining of the finished item was necessary. The bike was equipped with an electric starter, Honda's first. On the SA and the C70, Honda offered a 12,000-mile warranty, an industry first which compelled customers to flock to Honda dealers. The company was also able, thanks to the inexpensive mass-

production design of these machines, to reduce prices until a Honda 250 sold for one-third less than the average competing machine. Ten companies collapsed in 1957 directly as a result of a Honda price cut.

Over the next few years Honda rose to absolutely dominate the Japanese motorcycle industry. By 1964 the company occupied 65 percent of the home market. Its nearest competitor, Suzuki, had only 17 percent. Much of Honda's know-how came from racing. Soichiro himself was an avid race fan, having been an active participant in his younger days. Hondas lost the Nagoya TT, the first two Mt. Fuji climbing races and two overseas efforts in Brazil. Not until 1955 when two OHC SA 250s won at Fuji did Honda taste victory. But this didn't dismay Soichiro, who was determined to see his machines in the winner's circles of the world. In 1954 he declared his company would contest the Isle of Man TT, and a program was begun to build a TT racer. A twin carburetor 125cc E was the first fruit of this effort. The almost seven horsepower machine pleased everybody until a year-old Mondial racer was snagged and put on a dynamometer. Seventeen horsepower. Heads were shaken. Back to the drawing board. Back to testing at the Asama endurance races.

Three years later the company went to the Isle of Man and lost. But Honda was determined, and spent a couple of years of sorting out their revived concept of four valves per cylinder and lots of rpms. This led Honda to a string of GP victories culminating in five World Championships in 1966 along with legendary status for Soichiro's company among the great names of motorcycling.

Exports had played no role in the development of the engineering and production base which made these race victories possible, but by 1959 Honda was ready to enter the overseas market. And in a big way. The company first tried to sell in the U.S. through an American distributor. Honda wanted to sell 7500 motorcycles a month. The distributor thought 7500 a year might be possible. The American motorcycle world of that era just could not comprehend that motorcycling could be—in fact already was in Japan—very big business. In June of 1959 the funny foreign motorbike maker established the American Honda Motor Company, Inc., and backed the new venture with half a million dollars. An ambitious and far-sighted advertising campaign to change the image of motorcycling was started, with ads in mass-circulation magazines and on television. "You meet the nicest people on a Honda" was inaugurated in

1962. By 1964 Honda controlled 62 percent of the American motorcycle market—which it had largely created—and was doing \$26 million worth of business in the U.S. annually. The bikes which built these sales were marvels: the 125cc, 15-hp CB92 which could rev to almost 11 grand and had more braking area than a 1000cc Vincent Black Shadow; the 250cc and 305cc Hawks, the latter of which could hit 103 mph; the DOHC 450 with torsion bar valve springs; no junky copies, these machines.

By 1968 Honda had 1600 dealers throughout the U.S. and was pouring bikes into the country at a reckless rate, not bothering to determine whether they were what the customer wanted. It was a clear case of overconfidence resulting from early sales success. Honda forgot it couldn't sell whatever it made, but would have to make whatever would sell. Inventory piled up unchecked until finally American Honda had \$80 million in unsold motorcycles on its hands and the parent company in Tokyo found itself facing bankruptcy. For months Honda teetered on the brink of collapse—again. Merger with Mitsubishi seemed inevitable. But the company managed to secure credit and pull through, shaken but wiser: Honda must never rest on its laurels but continually innovate and offer the public even newer and better designs. It must create machines to fill specific niches, from motocrosser to grand tourer, not merely add on high pipes and skid plates or raise gear ratios, handlebars, or wider tires.

Shortly thereafter in 1969 came the brilliant 750 four and a host of smaller multis, the two-stroke dirt bikes, the four-stroke single playbikes, the GL1000 tourer extraordinaire, the second-generation three-valve Hawks, the automatic transmission machines, and now the V-twin 500 and the CBX 1000 Six.

Today Honda has 40 plants in 30 countries and employs 29,084 people. It has 132 affiliated and subsidiary companies. Motorcycle sales moved sharply ahead in fiscal 1978 (which ended in February) as 2,425,000 units were sold, up 299,000 over the year before. About 35 percent of sales occurred in Japan and 65 percent in overseas markets. Approximately 661,000 Honda automobiles also sold last year. Worldwide sales for fiscal 1978 advanced to \$4.1 billion, up from \$3.5 billion the previous year. Net income rose to \$115 million. These figures represent sales of \$11.3 million per day and profits of \$315,000 per day.

Not bad for a company that started in a shed attaching somebody else's motors to someone else's bicycles. **M**

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Suzuki DR370 Suspension Hop-Up

A Little More Travel Goes A Long Way

By Rich Cox

Three months ago in our June issue we tested Suzuki's new DR370 off-road single, and like most everyone, we concluded that Suzuki's first dirt four-stroke was quite a pleasant playbike—a bit timid and shy, but nevertheless an efficient, reliable trail bike. However, for the pure thumper fanatic who thrives on being continually thrilled, it lacks two important qualities: brute horsepower and plush, compliant long-travel suspension. We figured there



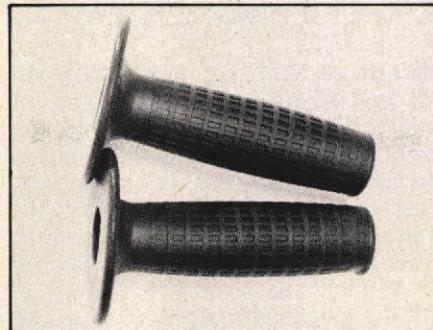
would be cures available for these weaknesses when the accessory manufacturers got their act together, so we held onto our test machine in hopes of bringing you some engine and suspension modifications. Since our engine builder is still working on extracting the "brute" from the DR's powerplant (a story we will bring you shortly), we've gone ahead and performed some suspension surgery we think will interest you.

We could have created a wide-open desert racer by either adapting RM forks or some other long-travel \$300 accessory fork and modifying the DR's frame and suspension geometry in the rear for 8-10 inches of travel. But that wasn't our idea of a quick, easy and relatively inexpensive suspension hop-up. We simply wanted to make the DR less fatiguing to ride over long distances and more suitable for fast trail riding. So, we just increased the amount and quality of the DR's present suspension, thereby increasing its overall comfort.

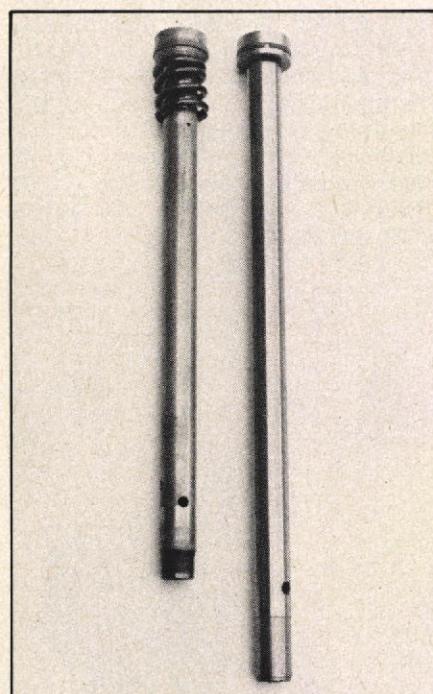
Since handlebars are strictly a matter of personal preference, we hesitated to state in our test that we disliked the DR's; their curve is awkward, not to mention that they'll bend like licorice if they make heavy contact with the ground. Consequently we've replaced them with Al Baker HA-18S chrome-moly bars that offer a more controllable riding position—plus they're harder than nails and will resist bending in most crashes. In stock form they felt too wide, so we sliced an inch off each end. Al also sent along a pair of new Preston Petty "barrel" grips which we found quite comfortable to average-sized hands for long-distance riding, but we wouldn't recommend them for those having huge ape-hands—their diameter is too small.

With the small-comfort details taken care of, we're ready for the serious mods: suspension. In stock form the DR has less than 6 inches of rear wheel travel—great for a casual nature ride, but for serious trail riding it's not enough. Unfortunately, due to the DR's rear suspension geometry—the fact that the wheel/shock leverage ratio is relatively small—it's impossible to get 8-10 inches of wheel travel without extensive modifications to the shock mounts; and, if you were able to produce that kind of travel, the increased wheel arc would probably have the chain sawing the swingarm into pieces at the pivot point. The next best cure is to simply go to a longer shock, preferably one that has more shaft travel too. We therefore contacted Gil Vaillancourt at Works Performance and he installed a pair of his standard 14½-inch-long rebuildable oil shocks which, when extended, are ½-inch

After experimenting with the hexagon, half-hexagon and several other mutated forms, Preston Petty has developed his new hot-ticket "barrel grips"



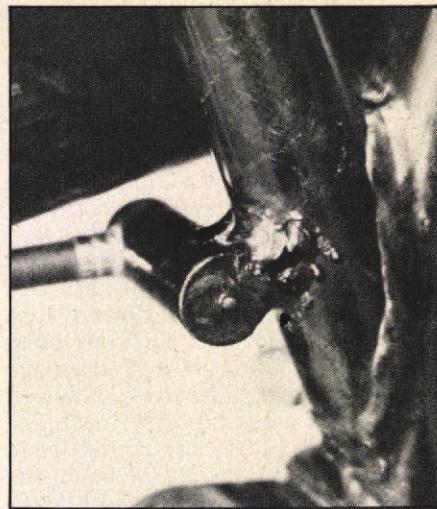
When comparing a stock fork damper rod with that supplied in Al Baker's kit (right), it's obvious where the added two inches of fork travel come from. The stock toppling springs are used along with the new kit.



longer than the stock Kayabas and have ½-inch more shaft travel. Consequently the DR's rear-wheel travel increases to 7.2 inches.

Fitted with straight-wound 60-pound springs (Gil fits the springs according to your individual weight) the shocks proved perfect for our 160-pound test rider. Works shocks, although a little expensive compared to their competitors, are among the better shocks on the market and you'll notice an immediate improvement in the ride; it's much more plush, more controllable and less harsh through rain ruts, potholes and whoop-de-dos. Gil also makes a superior gas-charged shock that's more expensive, but is not recommended for this light application—Gil feels that you'd simply be wasting your money. He can also fit the DR with

continued on page 74



When using shocks with an extended length of 15 inches or longer, this little rear-brake-cable securing-tab needs to be bent or repositioned to clear the swingarm.



We also installed one of Al Baker's new chain tensioners to help control the added chain slack. Al guarantees the spring and roller for the life of the bike. Believe us—it works like a Swiss watch and is wear-out proof.



To partially offset two inches of added fork travel and the consequent increase in fork rake, the fork tubes should be raised until they hit the handlebars—otherwise steering is adversely affected.

HORN BUYER'S GUIDE

Life Preservers For The Street

Today's street machines have come a long way in many respects, but there are two areas of notable exception, lights and horns. The latter item is of particular importance in terms of safety. Face it—for all intents and purposes bikes are virtually invisible to the average motorist. While defensive riding can help avoid most tangles, there are times when cars and trucks can wedge a rider right off the road, because they "just couldn't see him." That's where horns come in. The results of going unnoticed by something ten times your size can be most painful.

The need for better horns on most anything on two wheels is obvious. Unless you happen to own a BMW, Ducati, Laverda or other mega-buck machine, your main hope of being heard on the street is to investigate aftermarket horns. We've found that most of them are considerably louder than many stock horns. There are basically two types: electromagnetic horns of the same type that come stock on your bike, only louder; and air horns which are powered by a small compressor driven off the battery. In general these are the loudest of all, but some people choose them merely because they have a different tonal quality from most electromagnetic horns.

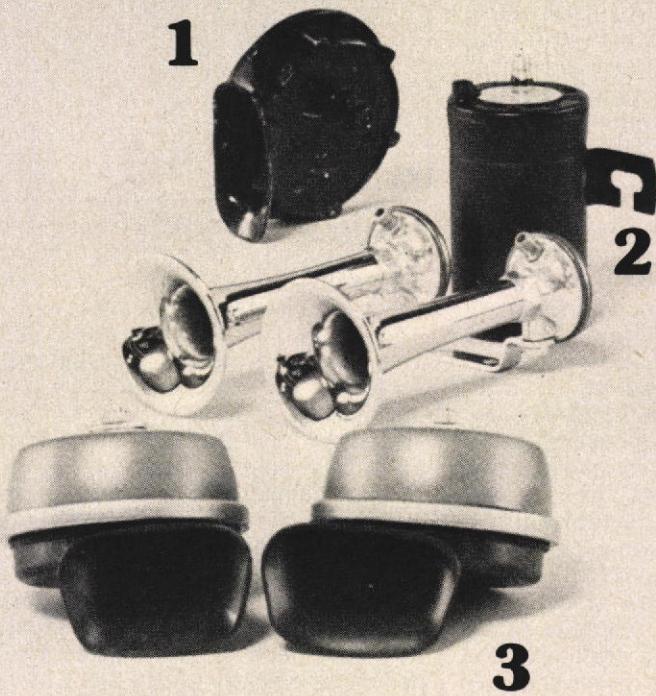
Not all aftermarket horns are the same in terms of size and the way they mount to the bike. On some bikes, small electromagnetic horns are best. On others, air horns are the ticket when there's more room to work with. The trouble is that when you're shopping for a horn it's usually impossible to see all the different models in one place, which makes comparing them mighty tough. So *Motorcyclist* compiled this guide to help you shop. We've also included a sidebar at the end of the guide that gives you some valuable tips concerning horn mounting, wiring and general care. Of all the things that you might be considering for your bike, a good loud horn should top the list . . . if for no other reason than that one time you may really need one.

1 LUCAS SINGLE ELECTROMAGNETIC HORN is the same as original equipment on several European motorcycles, but is also sold as an aftermarket item. It comes with cast upper section, steel body and measures 4 x 4 x 3 inches. Mounting brackets sold separately (about \$1.60) and can be had in flat or "L" configurations. Price: \$23.87; Availability: Through Lucas Service, 5500 New King Road, Troy, MI 49098, (313) 879-1920.

2 UNUS DUAL AIR HORNS come with a 12V compressor, one 5 3/4-inch trumpet, one 6-inch trumpet (both are chrome ABS plastic), universal bracket, air hose, hardware, relay and instructions. Both horns are meant to be mounted on the same single bracket. Price: \$30.95; Availability: Through dealers or direct from Drager's Motorcycle Co., 1207 Dexter Ave. No., Seattle, WA 98109, (800) 426-2820.

3 HELLA DUAL ELECTROMAGNETIC HORNs are offered with steel body construction, black plastic coiled trumpets, red plastic weather shrouds, universal "L" brackets (one per horn), relay and mounting instructions. Each horn has separate tone, high (500 Hz) and low (400 Hz). Price: \$27; Availability: Import auto parts stores or direct from Racemark International, P.O. Box 82, Burnt Hills, NY 12027, (518) 399-9106.

4 BOSCH DUAL AIR HORNS come with one 7-inch trumpet, one 9-inch trumpet (both red ABS plastic), a 12V compressor, air hose, Y-fitting, universal "L" brackets, relay, mounting hardware and instructions. Recommended for applications where there is plenty of room to work with. Price: \$29.95; Availability: Through dealers or direct from Drager's Motorcycle Co., 1207 Dexter Ave. No., Seattle, WA 98109, (800) 426-2820.



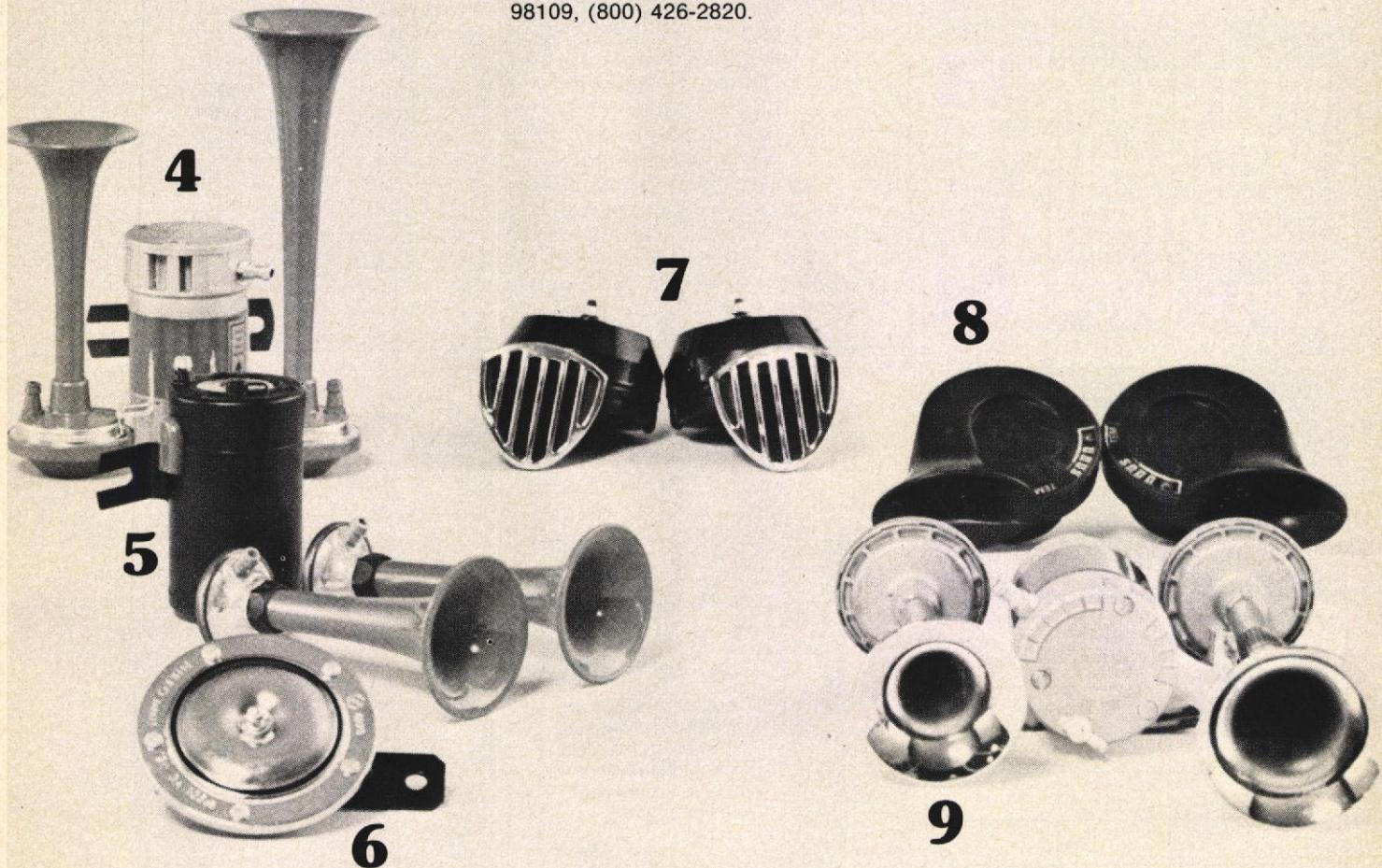
5 HELLA DUAL AIR HORMS feature red ABS plastic trumpets (one 5 $\frac{3}{4}$ -inch and one 6-inch), universal bracket, hardware, relay, air hose and instructions. Both trumpets mount to a common bracket. Price: \$30; Availability: Through dealers or direct from Racemark International, P.O. Box 82, Burnt Hills, NY 12027, (518) 399-9106. Also found in most major imported car parts and accessories outlets.

6 MINEOLA "MAX" SINGLE ELECTROMAGNETIC HORN is virtually the same as used on Yamaha and other bikes, but has an increased db level. It measures about 4 x 4 x 2 inches, comes with a flat steel mounting bracket, wiring, connectors and installation instructions. Can be used where space is at a premium. Price: \$11.98; Availability: Through Honda Of Mineola, 336 Jerico Turnpike, Mineola, NY 11501, (516) 248-5775.

7 FIAMM DUAL ELECTROMAGNETIC HORMS have steel bodies with black plastic weather shrouds and black plastic coiled trumpets. They come with chrome steel rock guards, flat steel mounting brackets, relay, hardware and mounting instructions. Each horn measures about 4 x 4 x 3 inches. Price: \$29.95; Availability: Through many dealers or direct from Dragers Motorcycle Co., 1207 Dexter Ave. No., Seattle, WA 98109, (800) 426-2820.

8 UNUS "TEM" DUAL ELECTROMAGNETIC HORMS come with black plastic cases and steel bodies (3 $\frac{1}{2}$ x 4 x 5 inches), two flat steel universal brackets, fastening hardware, relay and mounting instructions. Price: \$21.95; Availability: Through Vilem B. Haan Inc., 11401 West Pico Blvd., Los Angeles, CA 90064, (213) 272-4455, may be found at selected dealers, or through direct mail.

9 STEBEL "PRINCESS" DUAL AIR HORMS (also sold under the name S.E.V. Marchal in some areas) come with a 12V compressor, one 6 $\frac{3}{4}$ -inch trumpet, one 8 $\frac{1}{2}$ -inch trumpet (both chromed steel), universal "L" brackets, relay, air hose, hardware and instructions. Price: \$34.95; Availability: Dealers. Your dealer can contact Bulbs International, 108 Featherbed Lane, Winchester, VA 22601, (703) 667-3890.





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HORN MOUNTING AND MAINTENANCE

continued from page 53

When mounting horns on a bike, there's one thing you'll need plenty of and that's imagination. Since most horns available are designed for automotive use, you'll have to come up with fresh ideas on how to mount them. You'll want to keep the horn as close to the bike as possible. Horns that jut out into the airstream not only look tacky, but are prone to getting sheared-off the first time you squeeze through a tight space. When locating a mounting spot, keep in mind that the horn was meant to face forward for best results. Also, if your machine vibrates more than most, pick-up some rubber grommets at the hardware store to isolate your horn from vibration.

Electromagnetic horns are the easiest to find a mounting spot for due to their modest size. Below the headlight or under the steering head are choice locations on an unfaired bike. Air trumpets are a bit tougher because of their awkward dimensions. In Japan, many riders mount air trumpets on the back of the bike, slightly lower than the seat and facing forward. This keeps them out of the way, but unfortunately it directs much of the sound blast past the rider's ear. On faired bikes, the underside of the fairing bracket is a good location, with one trumpet on each side. Using hose clamps, the trumpets can also be mounted to the frame downtubes. One place that

we do not recommend is the front fender, since many riders have tried this only to find that the shock from wheel movement has destroyed their trumpet's innards.

Finding a place for the air compressor is usually easy, but it should be remembered that to function properly these units must be mounted upright—not on their side. Inside a touring fairing is a popular place to stash a compressor, and on some bikes you can find a spot under the seat or tank that will do well. In many cases the empty area under a luggage rack will work. Sometimes you will have to extend the air lines to reach the trumpets. When extending these lines, be sure all connections are airtight and that the lines don't get kinked.

Wiring is usually simple enough, since all makers supply diagrams. Follow them closely. If you need to extend wiring, make sure it's of the proper gauge. For extra security, dab some silicone seal on the connections for waterproofing.

As a final touch, you may want to add a bug screen to keep insect carcasses from clogging the horn. Window screen cut to size and silicone sealed into place works fine. To assure long life of the horn, avoid getting water inside and keep chemicals away from plastic parts. With a little care your installation can easily last for years. **M**

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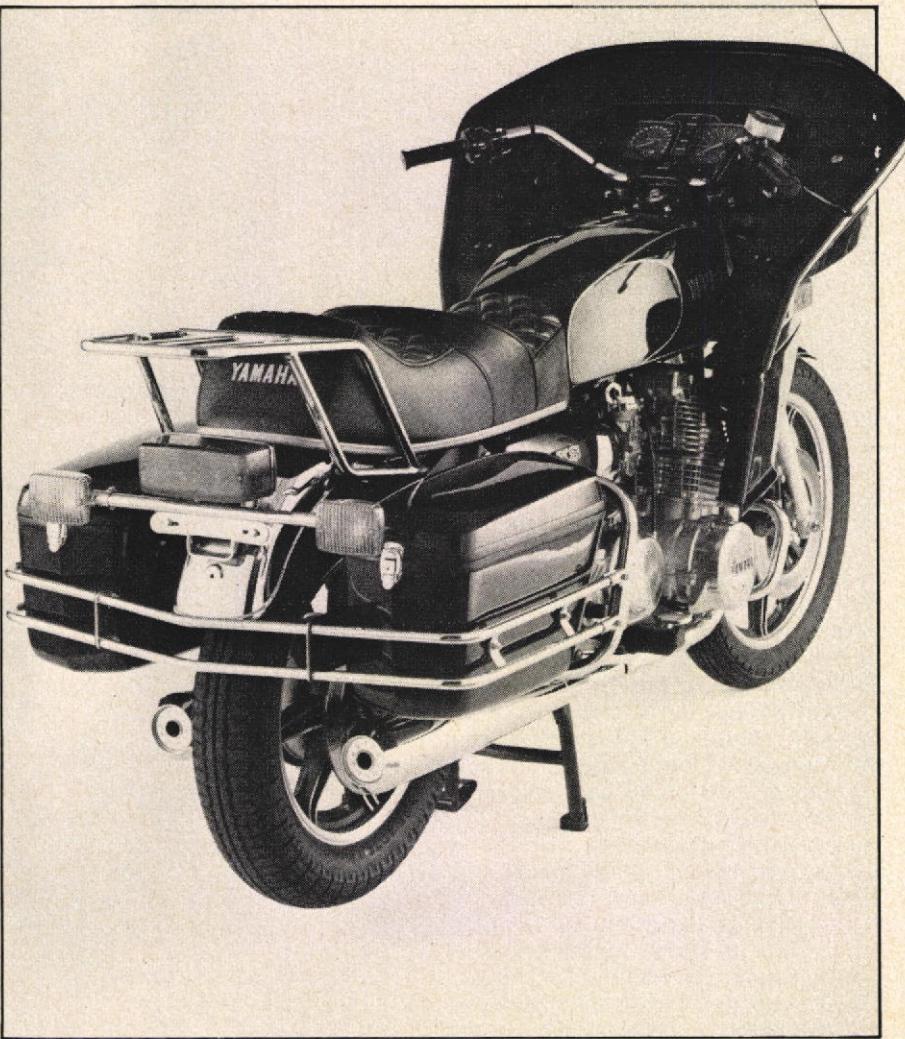
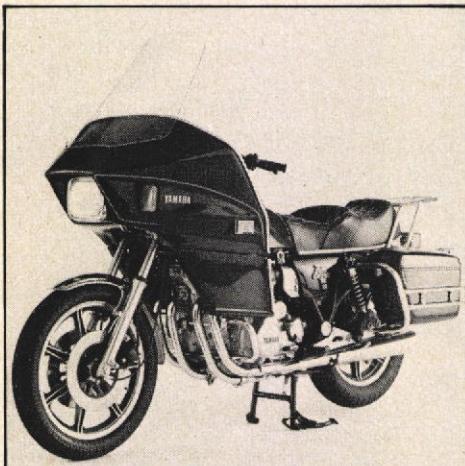
**It's Fast, Exotic
And Ready To Tour
... Someone Will
Win It Just By
Filling Out A Coupon ...**

Yamaha's XS Eleven has generated a lot of excitement. In fact, our coverage of this 1100cc supertourer in the January '78 issue of *Motorcyclist* resulted in more enthusiasm and mail from readers than any other story ever run in our pages. We've devised a way to

thank you for all that interest by giving away a brand new Yamaha XS Eleven. That's right—*Motorcyclist* Magazine and Yamaha Motor Corporation want you to have it—free! To take it one step further, the giveaway Eleven will come equipped with Yamaha's own color-matched touring system which includes the distinctive XS full fairing with lowers, large capacity saddlebags with wrap-around chrome guards, a custom luggage rack and even heavy-duty front and rear touring suspension to handle vacation loads and passengers.

To help spread the word that this incredible tour-ready machine will be

given away to one very lucky rider, we headed cross-country from Los Angeles on an identical XS to the National Motorcycle Rally in St. Paul, Minnesota. There, we put the bike on display where everyone could drool over it and fill out a card for the drawing. Our coverage of the rally, along with test impressions on the tour-ized Yamaha can be seen in next month's issue, so watch for it. In the meantime, get your entry in as quickly as possible. The more entries you send in, the better your chances of winning the King of the performance tourers. Mail yours (one per envelope) today. O



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Motorcyclist

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Can-Am 250 MX-4

IT TOOK FOUR YEARS TO TAME THE CAN-AM. TO THE DELIGHT OF SOME, IT ISN'T COMPLETELY DOMESTICATED.

We've had an overpopulation of red motorcycles and yellow motorcycles. Hondas, Maicos, Suzukis, Yamahas. There are a few odd ones floating about, but basically you've either got a yellow bike or a red bike in motocross.

There's this orange one out there which you might consider giving a second glance at if you're in the market for a new mount. The new Can-Am MX-4 has undergone some overdue renovations, starting at the contact patch and working right past the top triple clamp. Back in the February issue we tested the 370cc version. The 250cc model is identical to the 370 in every way excepting the bore and stroke, primary gear tooth count, carb size and price.

Compared to the older version the new MX-4 250 has been handed a fistful of tranquilizers. The first clue to its domesticity is the change in bore and stroke from the 74 x 57mm figure of last year to the 1978 long-stroke motor measuring-in at 72 x 61mm. The longer rod and smaller piston works-out to a smoother, torque-infested powerplant that still retains the rotary-valve feeding principle, Bosch ignition and a reputation for being more dependable than taxes. This internal engine fussing has resulted in quite a change in the Can-Am's Rotax motor. Instead of spitting-off rear tire knobs when exiting every corner the new MX-4 gets more power to the ground, thus better traction and if you can believe it, harder and stronger acceleration. How fast? About equal to a Honda, a hair slower than a crisp Suzuki and faster than the European entrants.

The tank is narrower, the seat is longer and the bike handles better. Can-Am gave the frame a long overdue kick in the middle that changed the geometry, lengthened the wheelbase, lowered the center of gravity and saw better alloys utilized in the chrome-moly tubes. Similar to a swayback mare, the new Can-Am has a tank that visibly goes uphill, and a seat that raises behind your back.

You sit in the bottom of the valley and watch the track whiz past.

The Marzocchi forks have swelled to a safer and sturdier 38mm diameter with more overlap and a full 250mm of travel. The lower legs are made of expensive and light magnesium, the front axle is hollow and very strong and Preston Petty still pockets a few bucks off each

Can-Am sold since he supplied the fenders at both ends. Curving offset handlebar clamps are cast into the new top triple clamp and they pull the bars down and slightly back.

Bombardier has returned to the full-floating rear brake, leaving Yamaha to struggle almost alone without





this nifty soon-standard method of stopping a bike without excessive wheel hop. A new swingarm is employed complete with a strange hole drilled through the center and gas Girling shocks. The



exhaust is more sanitary, using what Can-Am calls a "Disco-Jet" muffler (entirely too many people have seen *Saturday Night Fever*).

Closer inspection will uncover numerous "Hey, look at this goodie!" classed items. Magnesium backing plates share the trickery spotlight with snail-cam wheel adjusters, an air filter than can pop in-and-out before you can sneeze, sturdy Sun rims, a nylon roller chain tensioner, Dunlop tires (with a 5.00-18 out back) and even more horsepower.

Bashing around between the berms we first noticed that the horsepower is better and more suitable to the motocross ideal, but it still isn't tame



enough for the average rider. Someone who attacks a course like Bob Hannah will fall in love with the Can-Am. But if vibration from mid-range to lower top end rpm bothers you and excessive wheelspin isn't your bag, then the MX-4 won't dazzle you. In general the powerband is greatly improved, but even more discipline is in order. The bike is still so explosively fast that it requires a lot of work on the rider's part to accomplish just what the other guys are doing—the main difference being that the Can-Am requires more thought and pre-planning.

Handling has greatly improved, especially when we went to a 29-degree steering head angle. Although a little wash-out was still evident in the front end, the bike is nowhere near as apathetical as its forerunners. Rear-wheel hop is almost gone now and might be completely stifled if different shocks were installed. The bike only missed an oc-

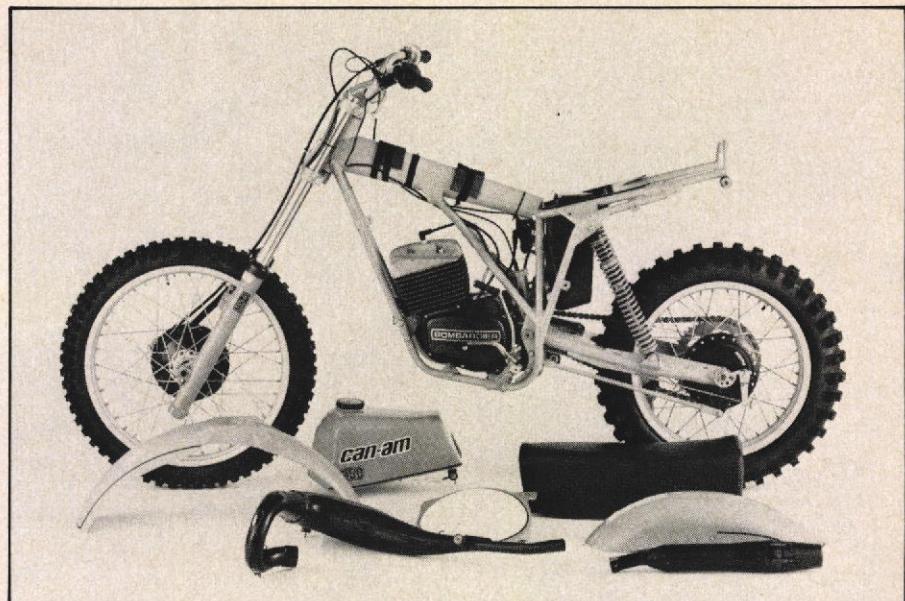
Can-Am 250

casional shift from second to third, yet our riders were never 100 percent confident with the "fuzzy and vague" nature of the lever's feel.

Brakes on both ends are traditional Can-Am—progressive in feel, a bit mushy when hot and not particularly powerful. The brakes would have worked much better if good quality cables had been installed. The standard cables stretch and require frequent adjustments. The rear brake pedal was also a sore spot. Being about the size of a quarter, it was hard for even the trained foot to find it automatically.

We've never ridden with a set of forward-axle Marzocchi forks that came stock with the right fork springs. The Can-Am's have the same problem—too stiff during the first few inches and too soft toward the bottom. When you read tests that say: "the forks take a long time to break in . . ." it means the test rider *thinks* they'll break in—but didn't ride the bike enough to find out. Ours didn't in 400 miles.

The footpegs were re-designed and quite frankly we prefer the older type. The new units don't allow you to use all of your boot's sole for traction.

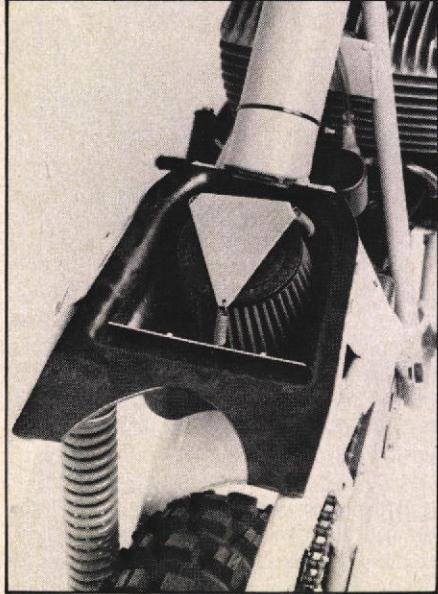


We only wore the paint off the forward teeth on each peg, and rarely utilized the rear-tooth row. Other gripes include a leaky gas cap, occasional pipe burns and hard starting when cold.

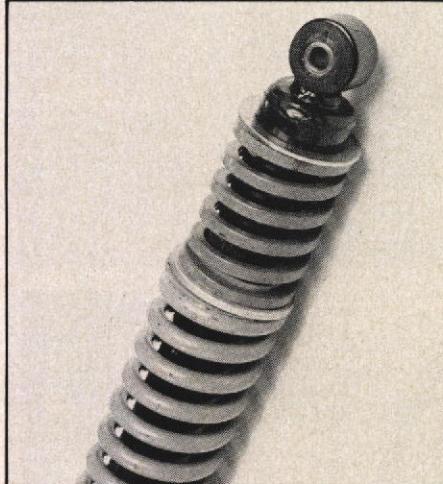
Of the *Motorcyclist* gang, those who like to "get crazy" on a motocross course just love the Can-Am. It's impressively fast, handles many times better than last year's and seemingly won't break. The same riders were willing to overlook the little

inconveniences to get at the MX-4 which, when surveyed, was "just a blast to ride—it's so fast!"

The folks who didn't care for it were those used to Maico-like power, Suzuki smoothness and Kawasaki "trickery." The Can-Am is one of those motorcycles that falls into one or two categories. Either you're drooling all over the seat at the dealer's place, or you walk past it without a glance to get a new plug for your red or yellow motorcycle. **M**



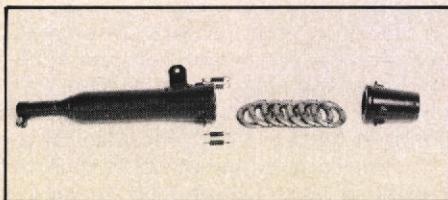
Plastic airbox holds K&N filter with springs, allowing easy access for cleaning. Seat covers airbox top.



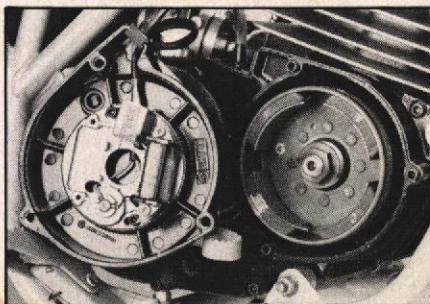
The first gas Girling we've seen with square springs! Numerous other ppi ratings are available from Can-Am.



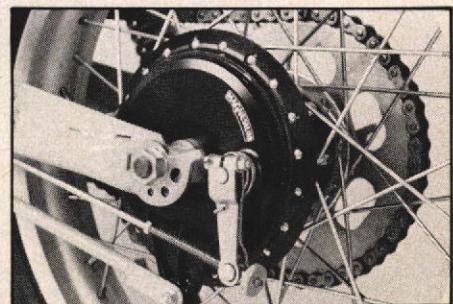
Swingarm has large hole to eliminate pile-up of mud. Chain guide block and roller are both replaceable items.



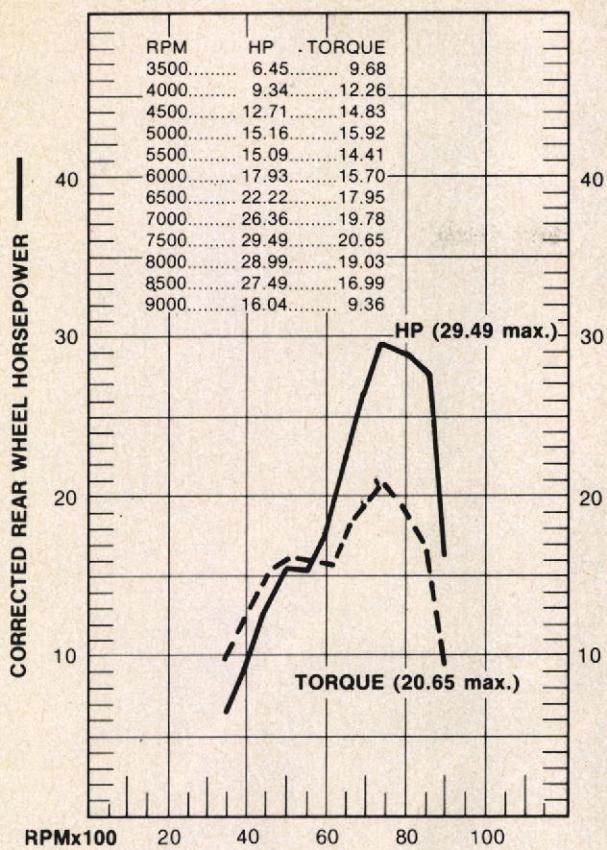
Disco Jet silencer comes apart for tuning, cleaning and inspection. To tune you add or subtract washers.



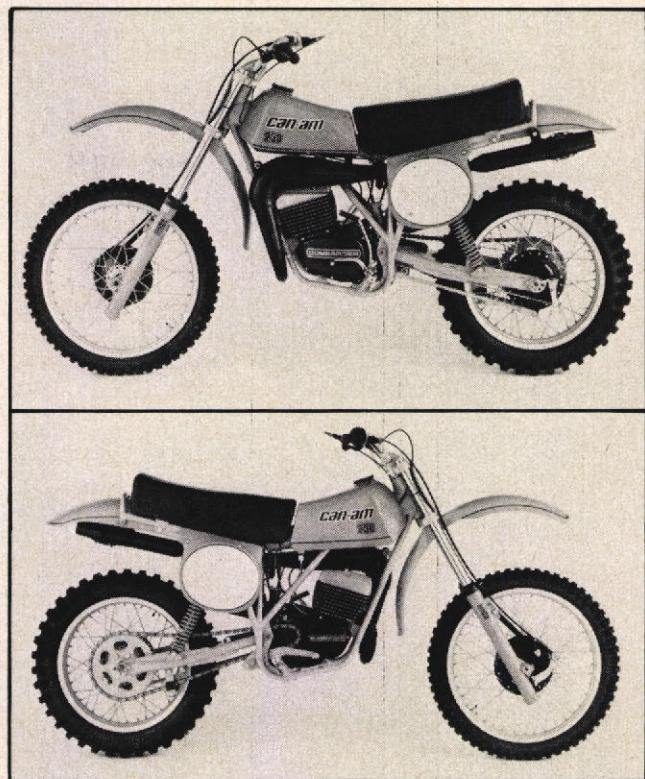
Inside-out Bosch ignition is easy to work on, quick to check and was designed from old CZ models.



Floating brake, snail adjusters, Sun rims, mag pieces and heavy-gauge spokes complement Dunlop tires.



CAN-AM 250 MX-4



PRICE

CAN-AM 250 MX-4	\$1699
HONDA CR250R	\$1548
YAMAHA YZ250E	\$1568

WEIGHT

CAN-AM MX-4	230 lbs.
HONDA CR250R	234 lbs.
YAMAHA YZ250E	236 lbs.

HORSEPOWER

CAN-AM 250 MX-4	29.49
HONDA CR250R	28.8
YAMAHA YZ250E	31.2

SUSPENSION TRAVEL

FRONT CAN-AM 250 MX-4	9.8 in.
REAR CAN-AM 250 MX-4	9.8 in.
FRONT HONDA CR250R	11.8 in.
REAR HONDA CR250R	11.0 in.
FRONT YAMAHA YZ250E	9.8 in.
REAR YAMAHA YZ250E	9.8 in.

Suggested retail price.....\$1699
 Warranty.....None
 Number of U.S. dealers.....364
 Cost of shop manual.....\$12.00

ENGINE

Type.....Two-stroke rotary-valve single
 Displacement.....248cc
 Bore x stroke.....72 x 61mm
 Compression.....14:1
 Carburetion.....36mm V-84, Bing
 Ignition.....Bosch CDI
 Lubrication.....Premix

DRIVETRAIN

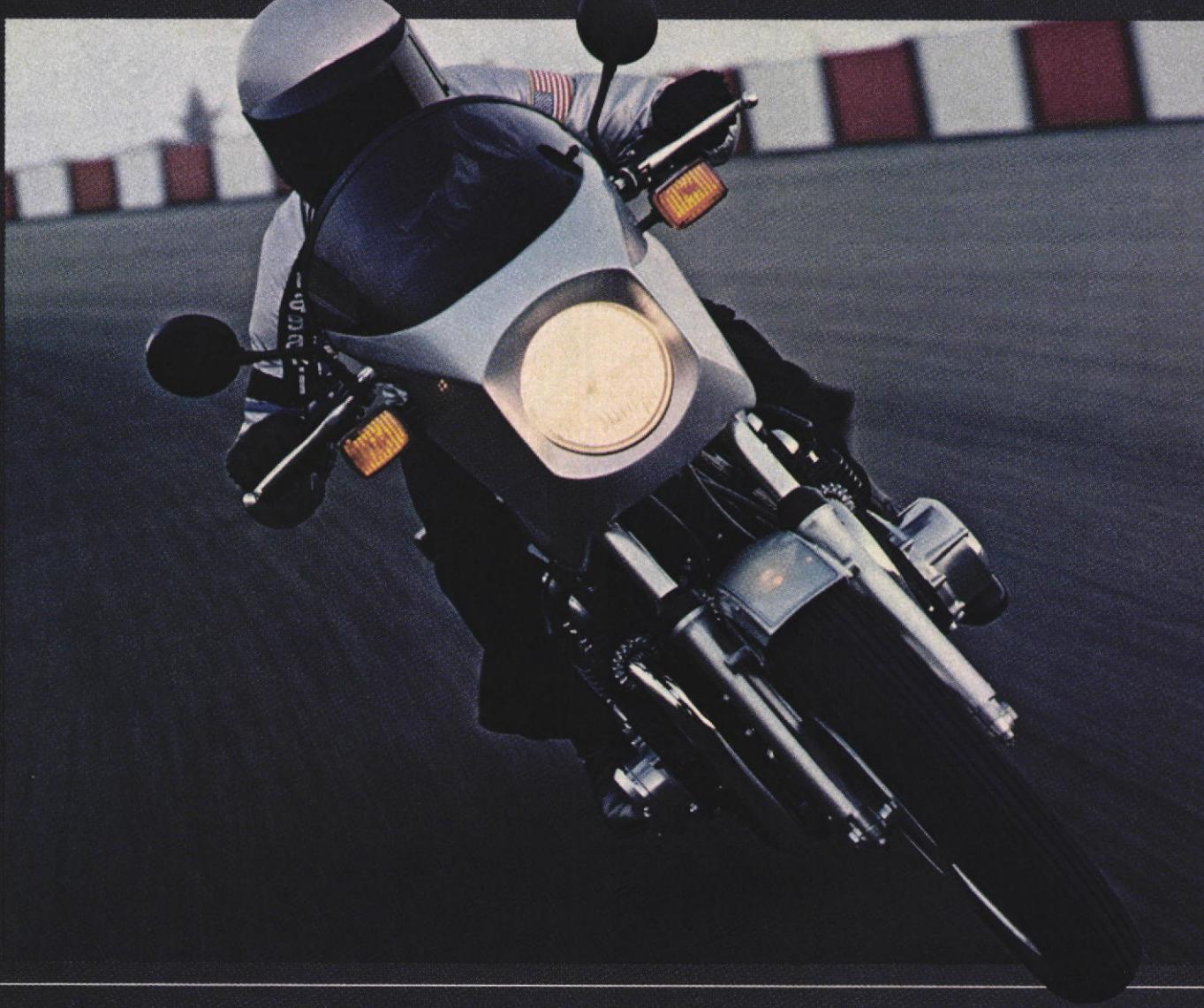
Primary transmission.....Spur gear 2.6:1
 Clutch.....11 plates wet
 Secondary transmission.....5/8 x 1/4 Regina chain 14/47

CHASSIS

Fork.....Marzocchi, 9.84-inch travel
 Shocks.....Girling gas, 9.80-inch travel
 Front tire.....3.00-21 Dunlop Sports Senior
 Rear tire.....5.00-18 Dunlop K88
 Rake/trail.....31°/4.12 in. (104.77mm)
 Wheelbase.....57.75 in. (1466.85mm)
 Seat height.....37.5 in. (952.5mm)
 Ground clearance.....11.5 in. (292.10mm)
 Fuel capacity.....2.0 gal. (7.57 liters)
 Wet weight.....230 lbs. (240.40kg)
 ColorsOrange

PERFORMANCE

Power to weight ratio, unladen.....7.8 lbs./hp
 RPM @ 60 mph.....6894 rpm
 Speed in gears @ redline.....1st 26.70 mph;
 2nd 36.32 mph; 3rd 45.73 mph;
 4th 58.31 mph; 5th 69.62 mph.



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Climb off. Take another look and check out the ultra-slick gas tank. Long, low. Note how it blends right into the seat and the fairing. Check the paint, too. Distinctive. And all the extra details, like a full set of instruments plus an ammeter and a fuel gauge. For added safety, self-cancelling turn signals that compute both time and distance so as not to shut off when you need them, or stay on when you don't.

At night you'll have the added security of knowing that you're riding behind a dual-filament quartz-halogen headlight.

Z1-R. For the best of the good times. Tuck in on it, and see a world that very few riders can even imagine.



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SPORT

Hailwood Becomes The Hero Of Man

By D. J. K. Wilkinson

The Isle of Man was re-named the Isle Of Mike this summer after the legendary Mike Hailwood returned following an 11-year absence and won the first race of the week, the Formula One TT, aboard his Ducati. It seemed impossible he could live up to the great advance publicity his comeback generated, including a preview in *Motorcyclist* last month, but he did, and in grand style. This was what over 750,000 fans had traveled from all over the World to see, this was why fans had waited for as long as 11 hours at the Steam Packet Terminal in Liverpool to catch the ferry to the Island. The best motorcycle race star of all time was back!

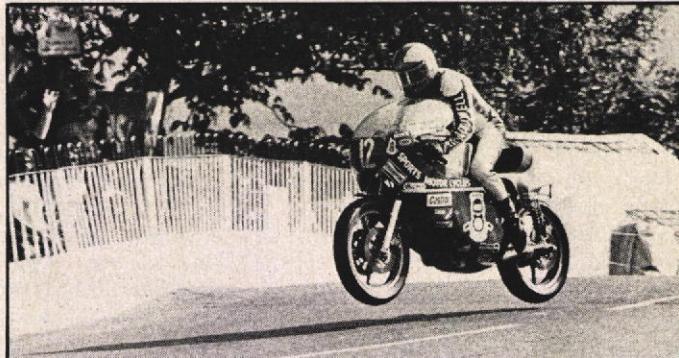
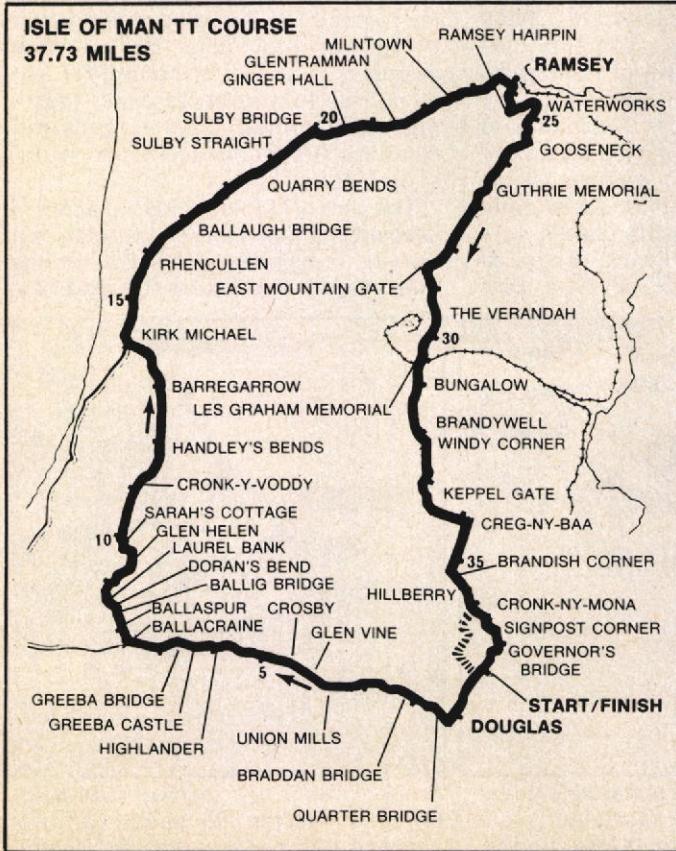
Stanley Michael Bailey Hailwood, George Medal, Member of the British Empire (to give him his full title), otherwise known as "Mike The Bike," the only man to ever win all three TT

races in one year, holding a record 12 TT victories in total and winner of nine World Championships had returned and once more laid claim to the title "King of the Island." Every inch of the 37 1/4-mile Mountain Circuit seemed to be lined by eager fans waiting for the race to begin. As Hailwood roared-off from the start on the Sports Motorcycles 860 Ducati, the packed grandstand erupted as the fans waved their programs, helmets or anything that they could lay hands on, cheering themselves hoarse in what must be the greatest display of adulation ever seen in motorcycle sporting history. At that moment the other competitors might as well have been non-starters as far as the fans were concerned for MIKE was riding!

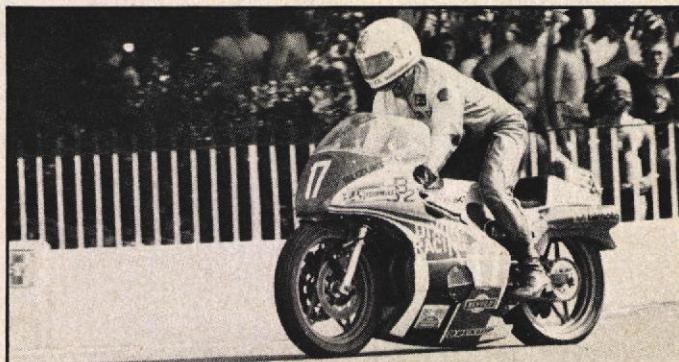
Already in practice he had beaten the previous Formula One lap record, set by Phil Read in 1977 of 101.74 mph, going round at 110.62 mph. And now he was racing, not practicing. In TT races the riders start-off in pairs with a ten-second interval between each pair. Hailwood set-off 50 seconds behind Phil Read, who was riding machine number one, an 810cc works prepared Honda, and before the halfway mark on the first lap he had overtaken Read! By the end of that lap he led Read by an incredible 20.4 seconds, and recorded an opening-lap speed of 109.87 mph from a standing start. The only threat to Mike was from Irish rider Tom Herron, who closed to within 4

seconds of him before Mike received a trackside signal to warn him of the danger. Amazingly Mike then pulled out the stops and gained 7 seconds in as many miles to give himself breathing space. The threat from Herron was removed on lap two when the rear suspension on his 810 Honda broke and he cruised to a stop. This left the battle between Hailwood and Read for first and second places although by now Hailwood was taking it easier, lapping at a mere 110 mph.

The normally blasé race commentators who broadcast live coverage of the race from four vantage points around the circuit, Ballacraine, Ballaugh Bridge, Bungalow and the Grandstand, were ecstatic in their praise of Hailwood's style, especially the way he sailed over Ballaugh Bridge, a hump-backed bridge taken at around 60 mph before turning sharp right towards Ramsey. They were not so full of praise for one rider though. Ron Haslam, riding in his first TT, amazed the commentator when he attempted to take the bridge at over 75 mph and crashed in a spectacular way, luckily without hurting himself too much. He lost a lot of skin from his right leg and shoulder, but was fit enough to wave to the fans while waiting for the medical helicopter. He reckoned afterwards that he might have gotten away with taking the bridge at that speed if the steering damper hadn't broken as the front suspension bottomed on



Mike Hailwood leaps his 860 Ducati over the legendary Ballaugh Bridge enroute to a fairytale Isle Of Man win.



Veteran Bill Smith, holder of 44 TT Replicas, bottoms his Bimota Suzuki GS at Ballaugh while chasing Hailwood.

SPORT

landing. The fact that he took it so much faster than anyone else did seem immaterial to him.

Meanwhile Read on the big Honda was being forced to redline the motor for almost every mile of the track, and an ominous cloud of smoke soon started to come from the exhaust. Despite his lap speeds dropping there was little Read could do to try and beat Hailwood, and at the 11th milestone he was forced to retire, his leathers smothered in oil. The cheering of the fans had never diminished from the start and with the news of Read's retirement it doubled in volume, the fans went absolutely wild. But Hailwood, ever mindful of the history of the TT and the way in which so many riders have been robbed of victory there, refused to acknowledge the cheers of the fans prematurely, although as he told me afterwards, he could hear them even over the noise of the big Ducati's exhaust. The emotional feeling of the crowds at the end of the race as Hailwood flashed by the checkered flag was unparalleled.

Never, ever, have such scenes taken place at the TT as then took place. Hundreds of pressmen, officials and fans literally fought, pushing and swearing at each other in their efforts to get near to the hero, to capture some special photograph, some soon to be immortal words from the winner. What did he say? "Well, I've won a race, I can go home now."

Typical words from a man for whom the whole thing had become just too much. Mike never seemed to

realize quite how big the whole thing would become when he first sat on Sports Motorcycle's Ducati at Silverstone last year and told his friend Ted Macauley how greatly he would like to race such a machine in the TT. That Ducati was a works-framed machine with an almost standard 750 Super Sport engine that Roger Nicholls had finished second-on to Phil Read in the 1977 TT. To Mike, as he sneaked a sit on it with no one looking, it felt ideal. In his own words it felt like a real scratcher, not a road bike converted into a racer. From those few words the whole thing began. A visit from Ted to Sports Motorcycles and a talk with Steve Wynne and John Sears, co-owners of the firm, soon had Steve on the telephone to an amazed Ducati Factory. "Mike Hailwood wants to ride a Ducati in the TT?" After convincing the factory that the idea was serious, Ducati agreed to produce a special engine for the race.

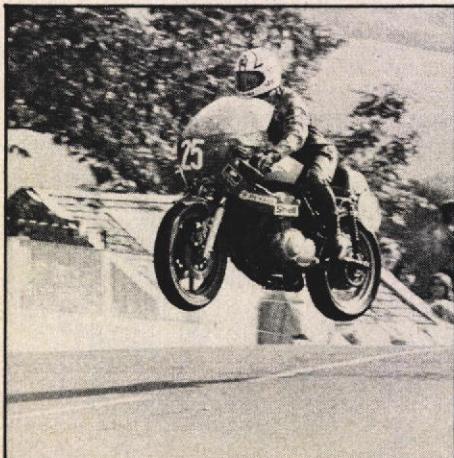
Popular as the win was with the fans, it was almost more popular with his fellow competitors. Among the first to congratulate Mike after the race was last year's winner Phil Read, quickly followed by second-place rider John Williams, who rode another works Honda. Other personalities were also quick to shower praise on Mike. Jim Redman and Denny Hulme had flown in specially from South Africa to watch the races and Yamaha's P.O. man Rod Gould was also there. In Belgium there was a 24-hour endurance race in progress, the first in the World Championship series, at Spa-Francorchamps, with the news of Hailwood's TT victory being announced to the spectators in French, German and English. By the time it was being announced in English it was impossible to hear what the announcers were saying so great were the cheers from the crowds. There were a lot of drunken Englishmen at Spa that

weekend. News reached America during the Carlsbad GP motocross and created quite a stir, especially among journalists.

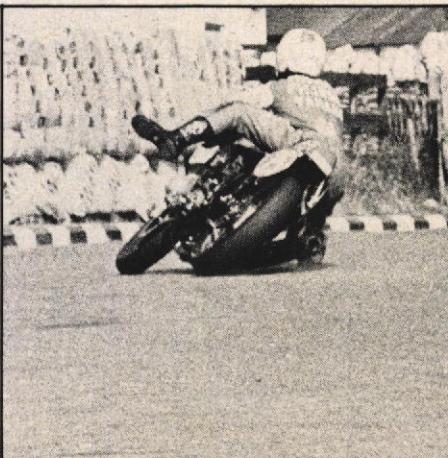
Two days later at the Senior TT, it was another story. On the first lap Mike gave the happy spectators another glimpse of the riding that had left fans spellbound in the Sixties as he swooped past veteran Bill Smith, holder of 41 TT Replicas, and six-time TT winner Charlie Williams just before the start and finish straight at Glencrutchley Road. But Hailwood's chances of a repeat performance of Saturday's win faded on lap two as he halted in Ramsey. His steering damper was broken. After a few seconds spent examining the trouble he re-mounted and cruised slowly to the pits. To say that the pit activity when Mike pulled-in was frenzied would be a massive understatement. Yamaha, the world's top manufacturer of short circuit racing machines, had spent a lot of time and money on this race, only to be sidelined by such a small thing as a steering damper, and not one of their own at that. It was, for some reason, a Kawasaki damper! The rubber bush had pulled-out over the bolt holding it to the frame. A large washer was fitted to prevent this from happening again. At race end he was 28th.

Meanwhile at Ballaugh Bridge Ron Haslam was once more giving the commentator fits. Seeming not to have learned from Saturday's crash he again approached the Bridge far too quickly. Billie Guthrie had the misfortune to be also taking the Bridge at that time and Haslam swooped in so out of control he had to put his foot down to avoid crashing into Guthrie. Then tragedy did strike as Pat Hennen crashed at Bishop's court.

The Junior TT for 250cc machines seemed ripe for Mike Hailwood's next victory, remembering his 250 Honda successes in the Sixties. Despite hav-



Firey young Ron Haslam in his first TT hits Ballaugh at 75 mph instead of the usual approach speed of 60 mph.



The consequences are that he's going too fast to brake successfully for the tight right hander after the bridge.



He achieves a near-perfect nine-point Flying W into the hay bales, narrowly avoiding being crushed by his Honda.



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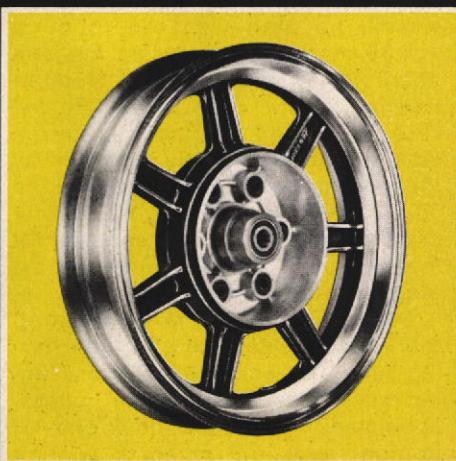
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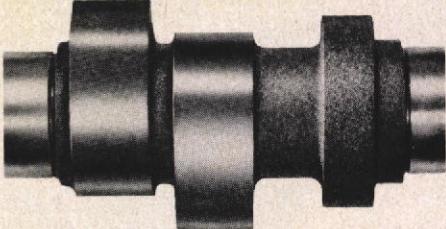
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ing crashed on this machine in practice Mike looked set to win, but once more this was not to be. The race was delayed for an hour because of mist on the mountain section—highest part of the circuit at over 1300 feet—and when the race did get under way rain was reported in several spots. Bearing this in mind Hailwood decided to take things easy and use the 250 race as an extra practice for the 750 Classic race which was to be held in two days. In spite of, in his own words, "cruising around learning the track," he finished 12th on his Yamaha.

When the final race day of the week-long celebration arrived, although rain still threatened to fall at times, the weather had improved slightly. Once more it was expected that Mike would do well on the OW-style 750 Yamaha in the Classic race. As the race began Hailwood once more set-off number twelve. By Ballachraine he had caught number one on the road, Mick Grant, winner of last year's Classic. This was it! Mike the Bike was back in action using every inch of the road and showing the style that sets him apart from every other rider. Then disaster! Hailwood was reported cruising at the next commentary box, Ballaugh Bridge, one third of the way around. He had seized the motor.

As the downhearted fans prepared to see the remainder of the race, news came from the Grandstand at the start and finish straight that made them take a fresh interest. Mick Grant had done a 113.00 mph lap from a standing start and was leading second place rider John Williams by 23 seconds. Riding the works Kawasaki he then went on to do a 114.33 mph lap and regain his own absolute lap record which Hennen had broken five days before. So the race continued for the next three laps, the crowds' spirits improved by the fastest racing ever seen in the TT. Mick Grant took the win in record time of 2 hours 50.2 seconds for the six-lap, 226.38-mile race. His average with pit stops: 112.40 mph!

But what of Mike? After winning the Formula One race and then having such bad luck in the Senior, Junior and Classic TTs, was he not disappointed? "That's a difficult one. Of course I was overjoyed to win on Saturday. I thought I was in with a chance when I did a 111.00-mph lap on the Ducati on Friday night in

practice. As it turned out in the race I didn't even have to rev the engine very hard. It's safe to 8500 rpm but I never had to go above 7500 revs for the whole race. With the Yamaha being so different from the machines I'd been used to racing, it was like learning to ride all over again. They're so bloody quick! They just seem to go faster and faster. It's bloody frightening really. I had my warning to slow down when I dropped the 250 in practice. I hit a patch of smooth tarmac and because I had a new tire, the bike went down even though it wasn't at a great angle of lean.

"The fans have really amazed me. What a reception. I could see them waving all around the circuit and at times even hear them cheering. It was fantastic. Even in practice there were so many fans watching it was just not true. I never imagined that my returning to the TT would cause such a fuss. All I wanted to do was just race here again. It's the best circuit in the world and means so much to me. The other riders have been great too. Phil Read was still in his leathers when we got back to the hotel and he insisted on buying me a pint!"

That about sums it up really. Mike returned to the Island not expecting to win. He wanted to race there one more time, and because of this simple action he set-in-motion the greatest migration of fans to the TT in history. The Isle of Man Steam Packet Company ran eight ferries every day for two weeks trying desperately to cope with the number of people who wanted to go to the tiny Island in the Irish Sea. Yet on the night before the Classic, hundreds of disappointed fans failed to get a place on the ferry from Liverpool to see the last race of the week.

1978 Isle Of Man

Formula One TT

(Equivalent to Superbike Production)

1. Mike Hailwood	DUC
2. John Williams	HON
3. Ian Richards	KAW

Fastest lap: Hailwood—110.62 mph

Senior 500 TT

(For 500-class GP bikes)

1. Tom Herron	SUZ
2. Billie Guthrie	SUZ
3. Charles Mortimer	YAM

Fastest lap: Pat Hennen—113.83 mph

Junior 250 TT

(For 250-class GP bikes)

1. Charles Mortimer	YAM
2. Charlie Williams	YAM
3. Tom Herron	YAM

Fastest lap: Williams—101.67 mph

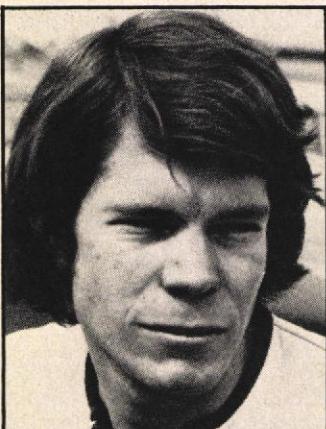
Classic TT

(Equivalent to Formula 750)

1. Mick Grant	KAW
2. John Williams	SUZ
3. Alex George	YAM

Fastest lap: Grant—114.83 (This is the new Isle of Man absolute lap record.)

Hennen Injured Seriously In Isle Of Man Crash



American Pat Hennen, who has raced successfully in Europe for two years and was recently top scorer in the Easter Match Races, sustained head injuries in a grinding 150-mph crash during the Senior TT race on the Isle Of Man. Having set a new absolute lap record of 113.83 mph around the 37.7-mile course in his attempt to catch race leader Tom Herron, he was easily topping 150 mph through Bishop's Court when the accident occurred. According to witnesses, Hennen's face shield was hit by a small bird or large bug and he was trying to wipe-off the shield when he ran into the curb at the apex of a sweeping turn. The impact shattered both wheels and the bike tumbled and slid for 400 feet. Hennen was thrown across the track into a stone guardrail approximately 50 yards. Team Yamaha rider Takazumi Katayama stopped to aid Hennen until the medical helicopter rushed Pat to Nobles Hospital on the Island.

A preliminary examination revealed no broken bones or internal injuries, but he had lapsed into a coma and his condition was listed as serious. Though unconscious, Hennen's vital signs stabilized, and 36 hours after the accident he was flown to a more elaborate medical facility, Walton Hospital in Liverpool, where a neurosurgeon took over the case. Four days after the crash he was semi-conscious and had responded briefly to the presence of his mechanic and fiancee Karin, to whom he was engaged at Christmas. Presently no firm prognosis is available.

Hennen became the first American road racer to win an International Grand Prix—at Finland in 1976. He won the Spanish GP earlier this season and was running second to Kenny Roberts in the 500 class point standings prior to the Isle Of Man.

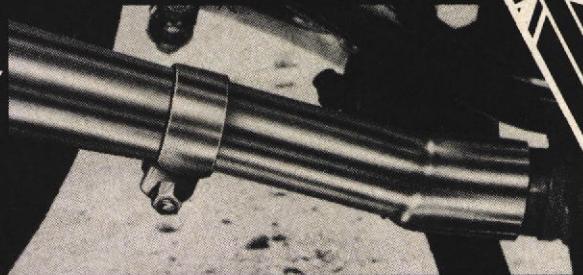
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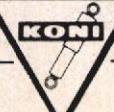
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Australian 2X2 Reliability Trial

By Jeanie Flippin

"This is the first time I've ever brought my camera to an event," said American Six-Day rider Kevin Lavoie sitting in a Sydney, Australia cafe. "This is the first time I'll get to see part of the country other than riding through on my bike." He, along with Jack Penton and Canada's Jeff Smith, were part of an International group of Six-Day riders invited to Australia to compete in the first Australian 2 X 2 Day International Enduro-Trial Series. Consisting of

two consecutive weekends of Two-Day Reliability Trials held about 125 miles from Sydney, the event has been scheduled and planned since before the 52nd ISDT six months ago, yet due to strange circumstances (one of which was Dick Burleson's hurt shoulder) Kevin was a last minute substitute, not knowing until the previous Tuesday that he would definitely ride. After flying straight through from Rhode Island (24 solid hours of air time) and enduring a five-hour car trip, Kevin arrived at the first site, Bathurst, at 7:00 pm the night before the first event, still hand-carrying a gas tank he brought from home for his supplied bike, compliments of the Australian distributor.

Jeff Smith had a little more time to plan thus had his bike flown in from Minnesota. Bikes for Jack and Kevin had been furnished by Bert Flood, the Australian KTM importer, in Melbourne. Jack had checked on the bikes then flew back to Sydney. But Flood had personally driven the 9 hours to Bathurst to deliver the



Rain gave the starters genuine ISDT conditions. Quantas was the sponsor.



Even Jack Penton played it safe and didn't try to jump this Australian log.

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bikes. Minutes before the start Kevin and the KTM people were putting on the larger gas tank.

The advance publicity stated that part of the trails used for the event would be paths made by kangaroos and wild pigs. Although the locals delighted in telling bench racing stories about "roos," no riders had any unplanned meetings with the local wildlife while riding through the pine forests, mountains, streams and gum-tree lined hillsides which made up the course. The rugged countryside also included part of an old hand-built stagecoach road, and to keep the visitors on their toes, "Warning—Kangaroo Crossing" signs were posted along the course.

In that first event Kevin Lavoie (400/KTM) took the overall win, followed closely by Jack Penton (250/KTM). Jeff Smith was separated from his co-visitors by a local rider. The following weekend, after enjoying Aussie hospitality and much tourist leisure-time, the Americans repeated their success, this time it was Jack Penton for the overall in the Quantas Airlines-sponsored event at Orange, for which he won a Gold medal and an Australian Opal. This second event was severely hampered by week-long rain, turning the Quantas Airlines-sponsored event into a muddy melee. Some of the trail had to be re-routed to avoid un-crossable streams, and on the first day some of the back runners were stopped before they rode the last two sections in early darkness due to the heavy overcast. On Day Two, only 78 out of 270 riders started.

The Australians run their Two Day events more like the Europeans do, with an all out race between checkpoints, similar to a hare scrambles. This was the first time the country has held a grass track special test, despite the fact that they had a small but dedicated team at Six-Days the previous year, all familiar with Six-Day grass tracks. The event went over well with both the hosts and the visitors. "Australia has a nucleus of riders who could qualify for our Six-Day teams" stated Jack Penton, but the absence of Silver medals in several classes indicated that some of the riders need more experience. Australia in the past hasn't been known for its ISDT team, but with the new interest in enduro and Two-Day events, the land of roos, vast acreage, and determined people should produce quite a Six-Day effort soon.



There were lots of rutted-forest two-track trails under trees so dense they formed a black tunnel.

World Cup Trials

Bernie Schreiber is the third American, along with Brad Lackey and Kenny Roberts, who is opening European eyes in Europe this year. The 19-year-old Southern Californian on the factory Bultaco won the Spanish and French rounds of the 12-event World Cup Trials competition to capture everybody's attention, and then to prove his wins weren't a fluke, promptly took another overall at the U.S. round at Roaring Branch, Pennsylvania, near Williamsport. He was fifth in World standings before Roaring Branch, and third afterward, with five rounds to go. His closest rivals are Martin Lampkin of England (Bultaco) with 80 points, and Yrjo Vesterinen of Finland (Bultaco) with 70

points. Schreiber has 62.

At the U.S. round Schreiber used his unconventional charging style with stunt-type moves to defeat Vesterinen by 10 points over the very difficult two-loop course which included the famous uphill river run over dozens of curb-high steps cascading with water. Ulf Karlsson on a Montesa was third followed closely by Lampkin. Long-time Team Honda rider Marland Whaley, another young Southern Californian, appeared for his first ride on a Montesa and took fifth, 25 points behind Schreiber.

Schreiber's trophy was the famous Wagner Cup, which depicts big-horn sheep, probably the most sure-footed of all large animals. The cup was named for Wilt Wagner, who has promoted trials in America for years and finished second in the Senior Class at Roaring Branch.

Loudon... And Beyond

At the Loudon road race Skip Aksland did exactly as predicted. He won the event going away and picked-up 20 valuable points on Camel Pro leader Jay Springsteen, who doesn't race the 750 class because Harley-Davidson doesn't have competitive machinery. Winning Loudon put Aksland just 16 points behind Springsteen, 95 to 111.

Richard Schlachter, a New England carpenter aboard a Kevin Cameron-tuned Yamaha, gave Aksland fits by passing him for the lead several times in the middle of the 76-mile, 47-lap event, officially titled the Pentax Laconia Classic. But in the end Aksland's Yamaha led by 10 seconds over Mike Baldwin, Schlachter, Steve McLaughlin and Dale Singleton, who started on the last row and did a great job of moving-up.

Steve Eklund, who had been suffering mixed luck since his double-win season-start at Houston, earned six points at Loudon (his first national points on pavement) by finishing ninth. They would mean \$4000 to him two weeks later when Camel divided their \$25,000 first-leg payoff among the point leaders.

After Loudon, Eklund was third in points with 87, a full 24 behind Springsteen. Then he won the Friday night Santa Fe TT from early leader Springsteen, who finished third. Aksland fell-off in the first heat and broke a collar bone, putting him out for at least four weeks and eliminating his chances for National No. 1. Two days later the series was at Columbus, Ohio for the Charity Newsies half-mile, which Eklund also blitzed, thereby moving-up again on Springsteen, who placed fourth. The two were eight points apart, 135 to 127, going into the night half-mile at San Jose, which marked the season half-way point. After the race Camel would pay the point leader \$8000 and the runner-up \$4000. Eklund, who lives in San Jose, set a new track record as fast qualifier, won his heat and chased Garth Brow for 19 laps of the 20-lap National. On the final turn Steve "held it wide open in a do-or-die situation," passed Brow, won the race and topped Springsteen in points 147 to 146. "Thank god for those Loudon road race points," said Steve, who collected Camel's \$8000 and his third National win in a row.

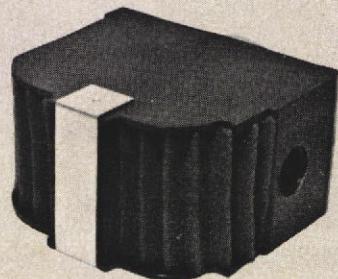
Camel-Pro Mid-Season Standings

1. Steve Eklund	147
2. Jay Springsteen	146
3. Skip Aksland	95
4. Garth Brow	83
5. Ted Boddy	80
6. Hank Scott	66
6. Gary Scott	66
8. Alex Jorgensen	47
10. Mike Kidd	44
10. Corky Keener	44

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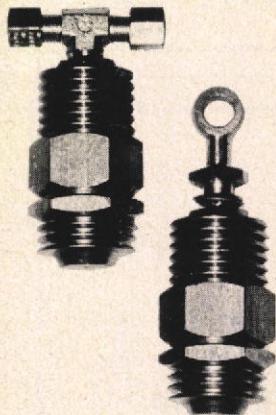
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THE 1000th MILE

continued from page 35

its curve. The more problems a bike has, the more time I can spend ironing out the flaws.

Another pastime while covering lots of real estate is to read the road signs aloud. This is a measure to resort to only when fighting to stay awake in the dead of night... pushing for a final hundred miles. Half-asleep and fully punch-drunk from a week on the road, I verbalize nearly every sign on the highway. Monologues of a rather strange nature arise:

"DENVER—89 MILES"

"MAXIMUM SPEED LIMIT 55 MPH"

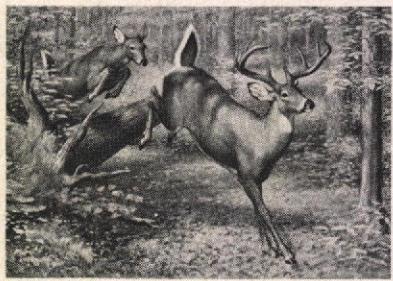
"IF YOU HAD BOUGHT LAND AT REGAL ACRES, YOU'D BE HOME NOW"

And so it goes, into the night. When fatigue hits especially hard, as it did one night in Colorado, signs take on different meanings and get garbled. One that started out reading "BLUE LIGHT MEANS SNOWPLOW" became "BLUE PLOW MEANS SNOWLIGHT" and eventually regressed to "BLUE SNOW MEANS LIGHTPLOW." By the time it got to "PLOWLIGHT BLUE SNOW MEANS," I knew there was no hope of pressing on any farther.

I've only run into a handful of close calls as a result of this kind of escapism. They all happened far from civilization, after long hours in the saddle. At least two close calls have occurred on dark, moonless nights when my defenses were down. The first of these encounters came toward the end of a month-long journey. I was headed back to Southern California, having started my riding day in Pensacola, Florida. After making my way through Alabama, Mississippi and rainsoaked Louisiana, the sun set and I was passing into Texas. After all that time on the highway, my mind was wandering far from the matters of the road. I was well into the advanced stages of road weariness. I had already exhausted my supply of easily-recalled songs, was tired of entertaining thoughts of wandering minstrels, and was not in the mood for playing "The Pit Stop Identity Game."

At the fateful time, I was mentally designing a hydraulic centerstand for the KZ900 that was propelling me through the night. Halfway through the design, I became aware of something in the road. Back to "manual" control. Almost directly before me was a looming black bull. Too close to alter course, all I could do was

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THE CONQUEROR

continued from page 20

"I don't do this for fun."

It's probably too much work and often times too scary to be fun, but Roberts is winning with what appears to be consummate ease on road courses that are supposed to be the world's most difficult, and against riders who are accepted as the world's best. What does Roberts have that makes him so great? I asked him.

"I really don't know," he said. "I must learn a track quicker than other guys do, quicker than even I thought I could. Maybe I overestimated guys like Sheene and Cecotto. And of course the equipment I have, and guys like Kel and Nobby and Trevor Tilbury that Yamaha has working for me make it easier. Another reason is that I can do my homework here. It's not like in America, where you mix dirt and road racing, and maybe do a shorttrack race and then don't do another shorttrack race for three months and don't ever think about shorttrack racing. Just concentrating on doing one type of racing—road racing—helps me."

"Road racing is the only book I have to read, the only homework I have to do and think about. I'm able to replay a whole race back in my mind, analyze how I did it, how I could do it better. Maybe one corner was giving me a problem. Could I have gone faster there with less brake? More brake? A different gear ratio? I compare how I was riding that corner at the beginning of practice with how I was by the last lap of the race—have I picked up a lot? Pat sometimes thinks I'm mad at her because I don't talk to her, or anybody, before or after a race. That's because I'm thinking, not mad."

"People have been saying it about me for a long time, and I guess they're right: I'm a natural rider. There's no other way I could come to Europe and go this fast otherwise. Most guys I race with can't go as fast giving 100 percent as I can 80 percent and the ones who have my dedication and determination still don't have my natural ability."

Nor do they have Roberts' motorcycle. The Yamaha OW35 500 lacks the 190-mph top end of its sister, the OW31 750, and also the 750's violent mid-range torque. It has a narrow powerband of 9500 to 11,500 while the brute 750 kicks in much lower. It does not seem to have the acceleration of the rotary-valve Suzukis. It is tempermental to start on a bump and run. In 1977 Baker rode it, couldn't win races with it, and gave it

bad reviews. Cecotto also can't seem to win races with it. Roberts can. To date he's done it in three tracks in three countries. The OW35 may be the machine that he—and no one else—was born to ride.

"It's the best balanced, the best motorcycle I've ever raced," Roberts says. "It's so nice, so light, so comfortable I haven't had to make a single change on it. You take a 750, and it's overpowered and heavy and all that bottom end can spit you off on your head so easy. But the 500 is balanced."

Then there are Roberts' tires. The Goodyear Tire & Rubber Company is one of the world's largest corporations with staggering yearly sales of more than \$6 billion. Its Chairman of the Board, a man of consummate power, is Charles J. Pilliod Jr., who also happens to be a Kenny Roberts fan. Pilliod personally flew one of the corporate jets to Daytona last year and was seen sprinting from the Goodyear tower to the winner's circle to congratulate Roberts for winning the 200. After Kenny's first two weeks in Europe, Pilliod noticed on the race results which arrive at his desk every Monday morning, that Hansford was beating Roberts in the 250 class. As the story goes, he called a meeting of the race department and declared, in effect, "Kenny Roberts will not run second on our tires. He will win." A day or so later Roberts' favorite tire engineer arrived in Europe. So did huge shipments of experimental Goodyears which Kenny feels will solve his tire problems in the 250 class. As the Goodyears improve for his 500 he can be expected to win by even bigger margins.

This is heartening but also strangely worrisome. Roberts, who dominated American racing, and now, in his first try, is dominating European racing, is running out of challenges. Soon he may have to go looking for new challenges and, unfortunately for motorcycle racing, it could be in a race car. At the Monte Carlo Grand Prix for Formula 1 cars, Roberts not only met Mario Andretti—who interestingly, is one of the world's foremost Kenny Roberts fans—he lunched with him. Afterwards Andretti let Roberts sit inside his single-seat Lotus. Roberts liked it. **M**



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Kenny Roberts Scoreboard

Last month the Scoreboard listed point standings through the 14th event in Kenny Robert's 26-race bid for World Championships in Formula 750, 500 GP and 250 GP. Here's what happened in the five events since then.

Formula 750, Spain

Goodyear's new 385 tire helped Kenny set fast qualifying time and a new lap record at the famed Jarama circuit. In the final he got a bad start (around 15th), but carved through traffic to catch leader Johnny Cecotto in three laps. He passed the Venezuelan on lap 10 and began circling 2-3 seconds per lap faster than the field and won by 31 seconds.

250 Grand Prix, Holland

Over 120,000 spectators huddled in the rain at Assen to watch Kenny overcome a bad start and catch the Kawasaki duo of Gregg Hansford and Kork Ballington by lap four. At the finish Roberts led Ballington by 9 seconds on his rain tires.

500 Grand Prix, Holland

The rain had cleared when the 500 race began immediately following the 250, and Roberts joined a four-way battle for the lead between himself, Sheene, Katayama and Cecotto. Assen is a 4.8-mile track which the fast guys tour in under 3 minutes at 95 mph. Sheene led for 11 of the scheduled 16 laps, then Cecotto slipped ahead and beat Sheene's two-year-old lap record of 2:59.6 by 2.2 seconds. With three laps left Roberts got by Sheene and closed on Cecotto but was slowed by a lapped-rider in the last turn and finished one-tenth of a second behind. Sheene came in third 3 seconds later.

250 Grand Prix, Belgium

At the fast Spa Francorchamps course, Kenny's 250 seized on the first lap causing him to DNF. Hansford also dropped-out early and Ballington only finished sixth so the points remain tight.

500 Grand Prix, Belgium

Dutchman Wil Hartog, who took over Pat Hennen's Team Suzuki, beat Kenny by 16 seconds. Roberts' practice was cut short by both rain and seizing problems so he was not as familiar with the course as he should have been. When rain came on the race's last lap Ken cooled-it for a sure second place. Sheene was 3 seconds back in third. Hartog's average was a blistering 132.162 mph.

Formula 750

1. Johnny Cecotto	Yam	66
2. Kenny Roberts	Yam	57
3. Christian Sarron	Yam	32

250 GP

1. Kork Ballington	Kaw	57
2. Kenny Roberts	Yam	54
3. Gregg Hansford	Kaw	52

500 GP

1. Kenny Roberts	Yam	81
2. Barry Sheene	Suz	67
3. Pat Hennen	Suz	51

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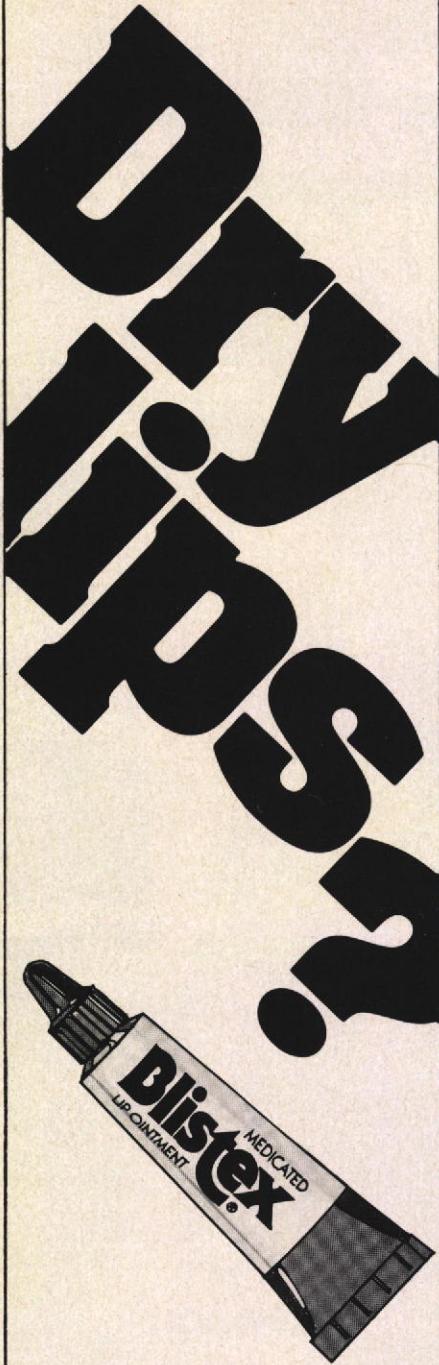
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Suzuki DR370 Suspension Hop-Up

continued from page 51

even longer 15½-inch shocks that will increase wheel travel and static height another half inch, but you'll have to bend (heat with a torch) the little steel tab securing the rear brake cable, or the swingarm bottoms on the tab before reaching the full extension position.

To compliment the increased rear wheel travel we again contacted Al Baker; Al had wasted no time having already developed both an 8- and 9-inch-travel kit for the DR forks—just the subtle improvement we were looking for. Both kits come with longer, reworked damper rods and longer, more progressively wound S&W springs. They're easy to install (about an hour for each leg), both retain enough overlap so as not to affect reliability, and Al guarantees the kits for a full year. It does take time however (about two days of riding) for the new suspension components to loosen-up, but once freed we were very pleased with the results: it provided that little extra cushion and plushness the stock forks fail to supply.

When playing with suspension there's always that trap of mismatching front and rear suspension heights—and it's usually steering that suffers the consequences. We installed the 9-inch fork kit and used it in conjunction with the 14½-inch shocks; everything worked great, except that the long forks raised the front too high (even after raising the

tubes in the crown as the fork kit instructions suggest) and had the front steering slow and pushing through the corners due to the increased head angle. There are three ways to remedy this: use the shorter fork kit, the longer shocks, or both; we went to the longer 15½-inch shocks which raised the back-end another inch and returned the steering back to normal. Ideally, for tight mountain trailing, where quick steering is important, the shorter eight-inch kit and long shocks would be the hot tip. Like we said, the suspension mods are moderate and won't transform your DR into a mogul-mashing motocrosser that can smooth out ten-foot drop offs, but they put that little extra cushion between you and the road that will be of great value at the end of a long day. Next time around we'll be pumping some horsepower into our little lamb, and the results should be both interesting and exciting. **M**

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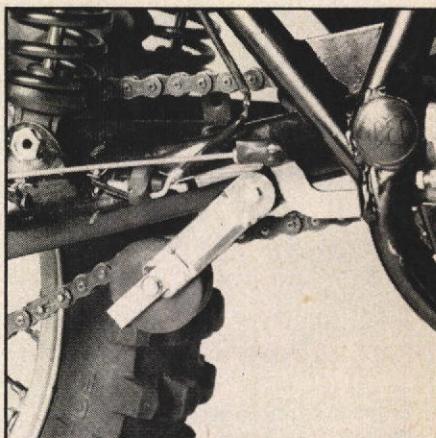
MONTESA 360

continued from page 27

tively absorb the pounding from rows of whoops or repeated jump landings. For the serious rider seeking maximum comfort and controllability, the Works shocks are worth their weight in gold, but we must warn you: installing the accessory shocks improves the rear so much, it leaves the front crying for help—it's all an inevitable, vicious and costly circle.

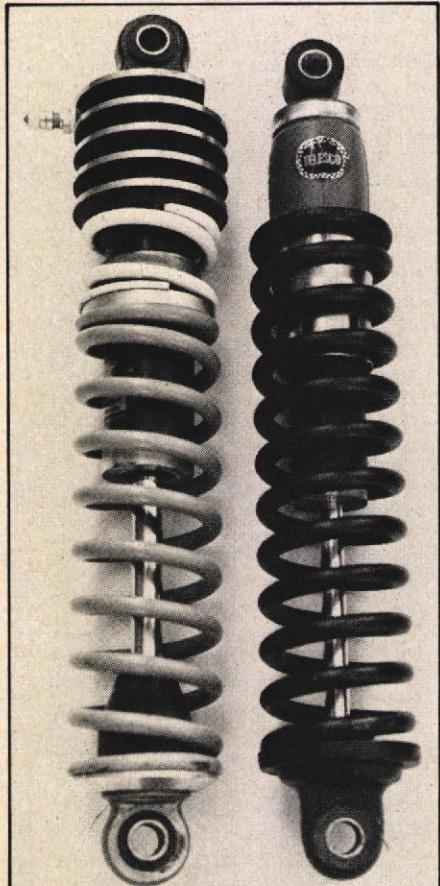
In the durability and quality department the 360 had its share of failures, something all Spanish flyers seem to be plagued with—not serious internal problems like seizing or a lunched gearbox, but minor ones that usually relate to inadequate product testing or poor quality control. As we said, the two rubber straps securing the headlight plate broke. Then the headlight number plate, which is made of cheap ultra-thin plastic, split down the side after 200 miles. Although the 360 comes with full enduro-legal equipment (including a high/low beam headlight, taillight, stoplight and horn), only the lowbeam light worked, and it was a dismal beam that fluctuated weakly with the rise and fall of engine revs. A look inside the rear taillight lens revealed a socket mount and bulb broken by vibration. Last on the "can break, did break and didn't work list" was an improperly factory-installed countershaft sprocket seal which started passing oil at the 400-mile mark. When confronted about the headlight-plate and taillight failures, Montesa officials weren't surprised in the least, so it's undoubtedly common to all H-6s—the rest we can't be sure of.

Despite "first year" teething prob-



Chain tensioner is crude-looking, but effective in controlling the excessive slack caused by a lengthy 21-inch swingarm and long swingarm-to-countershaft relationship. Swingarm rides on brass bushings that have provisions for lube fittings. Stoplight switch-mounting is really hatched.

lems we were generally impressed with the H-6—more so with individual qualities rather than a completed package. We thought the engine/gearbox combination absolutely perfect for all types of riding. The engine wasn't fussy or temperamental. The brakes were excellent and inspired confidence at every corner—especially the rear. It was forceful and yet not overly sensitive, and showed little tendency to induce wheel-hop or locking. Even after repeated water crossings there was still sufficient braking for safe stops. The Montesa's major problem, and one that scars an otherwise sparkling package, is the suspension—there isn't enough of the right kind up front and that in the rear needs replacing. That leaves the trick new "quick-release" features—which we loved. They show there's still room on motorcycles for ingenious little improvements—and that the Japanese are not the only ones capable of developing them. **M**



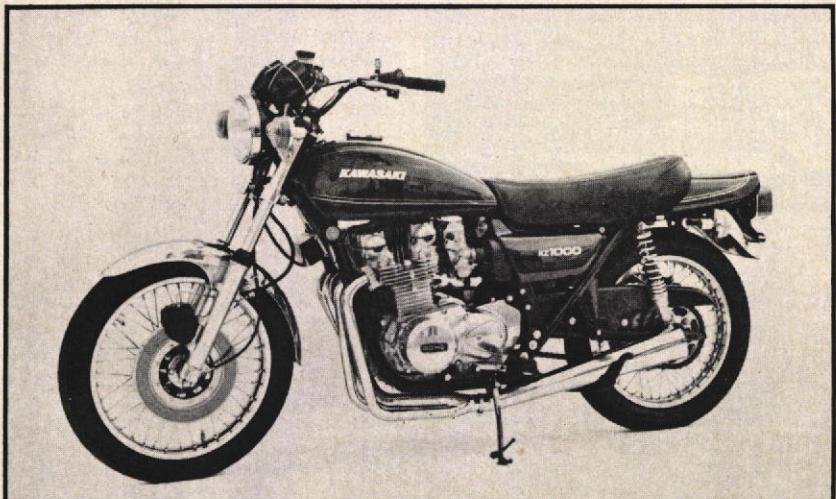
Works Performance rebuildable gas shocks (left) improve the 360's rear-end action 50 percent. They're a quarter-inch longer eye-to-eye than the stock Telescos and offer a slight increase in wheel travel since they have more shaft travel. The top fins need cutting to make them fit.

25 Neat Tools

The Definitive Bob Hannah Interview

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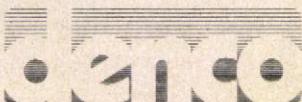
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SPORT

Bell And Hannah Thrill Thousands In The Superbowl

By Brad Zimmerman

All 25 bikes were silent on the starting line at the Coca-Cola Superbowl of Motocross for the grand finale 20-lap moto on the man-made L.A. Coliseum course. Bouncing on his bike and relaxing behind the No. 1 plate Bob Hannah was surveying the herd of press members gathered at his front wheel snapping photos of who they figured would be the new Supercross Champion in less than an hour.

By all indications Hannah should have had a relatively easy evening. His closest rival and the only man who could dethrone him, Marty Trips, had broken a gearbox in his qualifier and didn't make the final event. Hannah had totally demolished the competition in his qualifier, and now only needed a win or second place

finish to clinch the title before the final series race in Anaheim on November 11.

Five minutes before the start the mood changed from nervous jokes to serious racing business. Hannah requested that the starting gate be practice dropped—to convince himself that his section of the new fall-forward gate was functioning. Ken Clark, the Yamaha Team Manager, walked to each of his three riders (Hannah, Bell, Burgett) and in a nose-to-nose conversation said: "Wait—wait long enough for the gate to fall. Don't jump the gun and get hung-up by the gate. Play it cool—take your time." None of the Team Yamaha riders were caught in the gate when it fell.

Watching from behind you could see Gary Semics and his Can-Am out front. Among the front five were two Yamahas, Bell and Burgett mixed-in with Weinert, Ellis, Carlos Serrano and Kent Howerton. At the rear of the pack among the dust, noise and slower riders was Hannah. "I thought a lot about that first turn," he said. "It was so tricky that the safest way was to either get the holeshot or wait until everyone else got through. I didn't get the holeshot, I was extra careful at the gate, so I went through the first turn second-to-last."

You'd think a start that far back in the pack would be disheartening. Not so with Hannah, who came through the first complete lap in 14th position out of a 25-rider field. By the fourth lap he had bounced,

slid and flown his way up to sixth position behind Jim Weinert, last year's Superbowl winner, who was battling with Jim Ellis. Hannah summed-up the situation and found it simpler to pass both riders simultaneously. Ellis pulled-in on Hannah's tail, left Weinert behind and started a pace and pursue. As the duo pulled behind Rick Burgett, they got into a series of whoop-dee-dos leading to a right-hand turn. Both Hannah and Burgett went for the same line, resulting in Hannah being bounced off track into the infield grass area. He quickly turned around and re-entered the whoops 20 feet upstream, to be sure of not being disqualified for cutting the course. He re-entered right behind Weinert, waited a lap and tried to pass in the same spot. Again he was out-muscled by another rider and found himself on the ground. This time he got up before Weinert and already had his bike going forward in second gear before he got a chance to put his feet on the pegs.

After 10 laps, the halfway point, Hannah was angry, hungry and riding well past the edge. His bike was all over the course, yet he somehow retained control while passing riders as though they were back running pawns rather than bishops or knights. Farther up front Mike Bell knew of the impending "Hurricane," and started his own drive to the front before time (and track) ran out. He slid past Serrano for second place and soon overtook Semics for the lead. But Hannah was flying and it



Overall winner Mike Bell has "arrived." He's equally fast on a 500, 250, indoor or outdoor track. Watch out!



By finishing second Bob Hannah clinched the Supercross title, his second in less than seven days. What next?



Hannah used his unique downhill ski-jump style of riding to launch himself off bumps mere mortals slow down for.



Gary Semics on his Can-Am led for almost half the race until two yellow hurricanes caught and blew past him.

SPORT

250 And 500 MX Series: More Hannah And Bell

By Brad Zimmerman

Bob Hannah wants to win three series this year: the 250cc National Championship, the Supercross title and the Trans-AMA. With six months of the year gone, hence only four months of the racing season, Hannah is two thirds of the way home. By winning both motos of the St. Peters, Missouri Mr. Pibb National Hannah wrapped up his 250cc National Title, outdistancing second-place contender Jim Ellis by 127 points. It is now impossible for anyone numerically to catch him. Although Hannah will compete in the remaining 250cc National events, he has won the title and could actually stay home.

In the 500cc National action Mike Bell, Hannah's Yamaha teammate was victorious in both his motos to pull within 14 points of Team Honda class leader Tom Croft. According to Bell, "This is the first of many wins. My bike is right, I'm ready and it's going to be a good year." Croft finished second to Bell in the day's action. Current 500cc Champion Marty Smith took fourth behind Darrell Shultz, who is in his first year of serious national competition aboard a privateer Maico.

250cc RESULTS

1. Bob Hannah	Yam
2. Chuck Sun	Hus
3. Jim Ellis	Hon
4. Pierre Karsmakers	Mai
5. Kent Howerton	Suz

500cc RESULTS

1. Mike Bell	Yam
2. Tommy Croft	Hon
3. Darrell Shultz	Mai
4. Marty Smith	Hon
5. Rex Staten	Yam

250cc Standings

(2 events remaining)

1. Bob Hannah	388
2. Jim Ellis	261
3. Chuck Sun	253
4. Pierre Karsmakers	251
5. Jim Pomeroy	216

500cc Standings

(7 events remaining)

1. Tom Croft	122
2. Mike Bell	108
3. Marty Smith	105
3. Rex Staten	105
5. Danny LaPorte	99

didn't take him long to latch onto Bell. "Earlier in the evening I could hear Jim Ellis' Honda behind me," Bell explained. "Then it was replaced with Bob's Yamaha. Bob was much closer than Ellis had been and he seemed to suddenly come out of nowhere. For a while you're all alone, and then suddenly you've got company. I knew he was behind me, but I didn't expect to get caught that quickly!"

With only two laps until the finish, Hannah was going nuts trying to pass Bell. He had already passed all the riders at least once in the 20-lap final, but now Bell wouldn't budge. Hannah tried the extreme outside coming down the 100-foot drop out of the Coliseum peristyle, tearing plastic off the covered haybales with his footpeg. He jumped farther, bounced higher, wheelieed more and generally went crazier than anyone else—ever. On straightaways you could visibly see that the Yamahas were equal in acceleration, yet Hannah shut off the throttle last going into a corner. But the tall slim Bell utilized his knees, legs, elbows and riding lines to hold-off Hannah all the way to the finish flag. Third place was a distant Jim Ellis, followed by former leader Semics and Kent Howerton.

After the finish Hannah explained that he was both elated and disappointed. "Sure I'm thrilled to have wrapped up the title (his second in two weeks) before the series is over, but I'm very disappointed that I didn't win this race. If it had only been 22 laps instead of 20 laps I would have won it. I had a lot of problems out there including two crashes that I didn't expect."

Mike Bell was also surprised. When questioned about his win he said "I'm surprised that I held-off Bob. I knew I would do well after I rode my qualifier, but when I got the lead I had to do a lot of hustling to

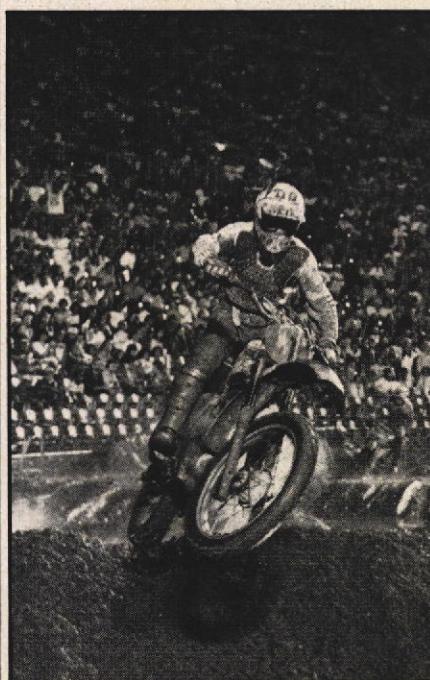
stay there. I rode my tail off there. If it had been two laps longer...well I just don't know...."

It really didn't all start to sink in that he had won until Mike Bell was asked for an autograph. Admiringly being quickly hustled to the press box Bell started to apologize, telling the fan he didn't have time to sign his hat. Hannah, who was walking directly behind Bell spoke up and said, "Mike you just won the big one. You've got time to stop and sign the hat. We'll all wait." Bell nodded, smiled and was deluged with fans. It's a feeling that he's only had once before since signing with Yamaha, when he won the 500cc National on the previous weekend. Judging from his riding at the Superbowl, it's going to be a scene repeated often.

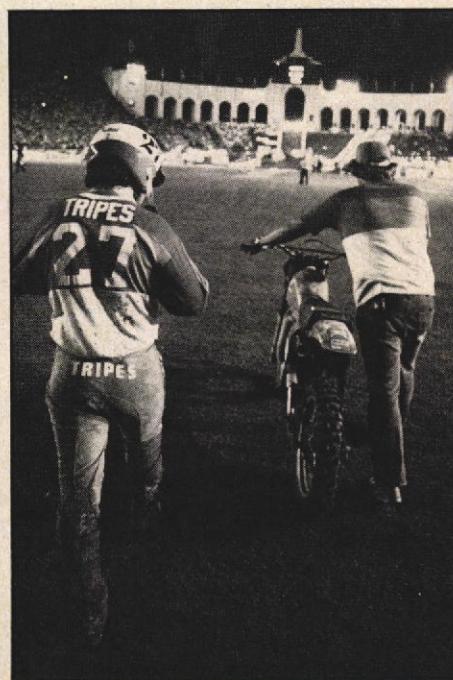
Before the start of the final event Yamaha Team Manager Ken Clark mentioned that he and his riders had a plan. "We're going to smash all the other teams this year. With Bob we've got the 250cc National, the Supercross win and quite possibly the Trans-AMA title. Broc Glover should be taking the 125cc National, while Bell has a good shot at the 500cc title. With Heikki Mikkola taking the 500cc World Title, Gerard Rond in the 125s and of course Kenny Roberts who is, well, Kenny Roberts, I'd hate to be in the competition's shoes right now."

SUPERBOWL RESULTS

1. Mike Bell	Yam
2. Bob Hannah	Yam
3. Jim Ellis	Hon
4. Gary Semics	C-A
5. Kent Howerton	Suz
6. Darrell Shultz	Mai
7. Monte McCoy	Yam
8. Tommy Croft	Hon
9. Rick Burgett	Yam
10. Jim Pomeroy	Hon



Hannah rode like a madman most of the evening, set lap records, passed everyone—but took second place.



Marty Trippes' hopes were dispersed when the gears in his Honda did likewise, resulting in "pushin' home."

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